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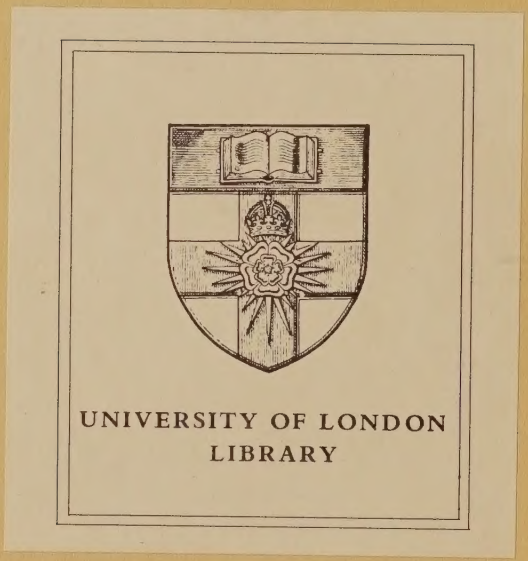

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REPORTS

FROM

COMMISSIONERS, INSPECTORS,

AND OTHERS:

FORTY-SEVEN VOLUMES.

—*(22.)*—

CAB SERVICE;
ELECTRICAL COMMUNICATION WITH LIGHTHOUSES;
HORSE BREEDING; INEBRIATES;
MERIONETHSHIRE SLATE MINES; RIOTS;
TUBERCULOSIS.

SESSION 1.—5 *February* 1895——6 *July* 1895.
SESSION 2.—12 *August* 1895——5 *September* 1895.

VOL. XXXV.

1895.

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COMMISSIONERS, INSPECTORS,

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FORTY-SEVEN VOLUMES:—CONTENTS OF THE

TWENTY-SECOND VOLUME.

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THE CAB SERVICE OF THE METROPOLIS.

REPORT

OF THE

COMMITTEE OF ENQUIRY

APPOINTED BY

THE HOME SECRETARY.

Presented to both Houses of Parliament by Command of Her Majesty.

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1895.

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WARRANT OF APPOINTMENT.

I hereby nominate and appoint—

GEORGE WILLIAM ERSKINE RUSSELL, Esquire, M.P., Under Secretary of State for the Home Department;

HENRY HARDINGE SAMUEL CUNYNGHAME, Esquire, Assistant Under Secretary of State for the Home Department;

FRANCIS JOHN STEPHENS HOPWOOD, Esquire, C.M.G., Assistant Secretary (Railway Department) to the Board of Trade;

EDWARD HODSON BAYLEY, Esquire, M.P.;

JOHN BURNS, Esquire, M.P.;

THOMAS LOUGH, Esquire, M.P.; and

CHARLES ALGERNON WHITMORE, Esquire, M.P.;

to be a Committee to consider, with regard to the Metropolitan Cab Service and the Acts relating thereto, whether any changes are expedient as to the grant of drivers' licences; the amount and disposal of the cab plate revenue; the jurisdiction of the police courts in complaints by and against cab-drivers; the relations of cab-owners and drivers with the railway companies; the tariff of prices charged to the public for the hire of cabs; cab stands and shelters in the streets; and, generally, the conduct of the said service.

I further appoint the said George William Erskine Russell, Esquire, to be Chairman; and Malcolm Delevingne, Esquire, of the Home Office, to be Secretary of the said Committee.

Given at Whitehall, this 9th day of June 1894.

(Signed) H. H. ASQUITH.

Warrant appointing a Committee to consider certain matters in connexion with the Metropolitan Cab Service.

a 85819. Wt. 5562.

REPORT.

TO THE RIGHT HONOURABLE H. H. ASQUITH, Q.C., M.P., SECRETARY OF STATE.

We have the honour to report that we have carefully considered the various questions connected with the Metropolitan cab service referred to us in your Warrant of the 9th of June last, and to lay before you the conclusions at which we have arrived.

We have met 23 times. We have examined witnesses representing the bodies concerned in, and interests affected by, the conduct of the cab service in the Metropolis; officials from the Home Office, New Scotland Yard and the Police Courts; proprietors and drivers of cabs; managers of great railway companies; and others. We have compared the system at present prevailing in London with the systems existing in other large English cities and (by the help of the valuable reports obtained from Her Majesty's Representatives abroad) with those of the most important cities of foreign countries.

The majority of the suggestions that have been made to the Committee have been in the direction of increasing the strictness of the regulations for the cab service and the closeness of the supervision over it.

It will be convenient to state in the first place the results of our enquiry into each of the questions referred to us, in the order and terms in which they appear in your Warrant; and afterwards the recommendations which we have agreed to make.

I.—The Grant of Drivers' Licences.

In this connexion we have considered (*a*) the inspection of cabs for licence; (*b*) the general supervision of cabs on the streets and in the yards; (*c*) the examination of drivers; (*d*) the question of age; (*e*) questions of renewal; (*f*) the question of limiting the number of either cab licences or drivers' licences.

(*a.*) For the preliminary work of inspecting cabs for licence the staff at the disposal of the licensing authority consists of six inspectors and six constables assisting the inspectors.

The staff of inspectors and their assistants was fixed at its present strength in 1870 when the number of cabs was 7,000, as compared with 11,000 licensed during 1893. The duties of these inspectors include not only the inspection of cabs for licence, but also the subsequent supervision of cabs and horses on the streets.

The general concurrence of testimony as to the appearance of "bad cabs" in the streets, the returns furnished by the Commissioner of the number of cabs reported yearly as unfit by the general body of constables and by the public, and the information obtained from New Scotland Yard as to the qualifications required in an inspector, have led us, after every allowance has been made for the wear and tear to which a cab is subjected in the course of twelve months, to conclude that the present staff is insufficient in numbers for the work; that there is no sufficient guarantee in the present method of selecting or training the inspectors that they shall possess the technical qualifications which are necessary in the inspection of vehicles or horses; and that there is not sufficient unity of action or co-operation among the inspectors themselves. 2621, 2629, 2906–7, 4981–93, 5224–8, 5433–46, 5586, 5604, 6864–7, 6984–7, 7017–20, contra 998–9, 5160, 6259–63. App. I., E, F.

We think it right to state here that charges of bribery have been freely made against the inspectors. In all such cases we have endeavoured to obtain such particulars as might have formed the basis of an enquiry by the proper authority, but invariably the allegation has broken down or remained unsubstantiated.

(*b.*) For the work of general supervision there are (excluding the staff in the Public Carriage Branch at New Scotland Yard, who are chiefly occupied with the examination of drivers, the issue of licences and the investigation of complaints, and in addition to the six inspectors and six constables mentioned above) 378 constables wholly or partially employed on standings; and the general body of constables on street duty are instructed to watch cabs and report those they see to be unfit. 8056–7. 8019.

We find that the present inspection of horses, which is confined to the animals when bringing up the cabs for licence or as they are seen at work on the streets, is inadequate, and that satisfactory results can only be looked for from a periodical inspection of the stables of the cab proprietors.

Our attention has been called to the insanitary condition of many cab yards. It appears to us that the Chief Commissioner of Police, on receiving from an inspector a report that a cab yard is in an insanitary condition, should direct the attention of the local authorities to the matter, and that the power of these authorities to deal with it should, if necessary, be increased by legislation.

2651–8, 3239–44. We further find that a practice which exists in the cab trade—to what extent we have been unable to ascertain—known as sub-letting, and described in the evidence of Mr. Scott, is a hindrance to the proper supervision of the service and is detrimental to the interests of all classes concerned in the trade.

(*c.*) We think that more strictness in the granting of licences to drivers is shown to be desirable, and that careful enquiry should be made into the character and qualifications of applicants.

We are informed that the standard of examination as to an applicant's knowledge of London is sufficiently high. In knowledge, however, of driving—the other chief qualification which is nominally required—it appears that applicants are not practically examined as in Liverpool, Berlin, and other cities. At present an applicant must produce a certificate from two persons to the effect that they believe him to be a skilful driver, and three sergeants of police are required to report as to the value of this certificate, and must be able to say that the persons certifying *state* that they have had frequent opportunities of observing the applicant's capabilities as a driver. It is obvious that under this system it is easy for a man with little or no knowledge of driving to obtain a licence to act as driver. Many drivers who gave evidence before the Committee put the proportion of drivers who had no previous experience of horses, harness, or driving as high as 50 per cent. of the whole number. It is fair to state, on the other hand, that, on an average, about one complaint only in the course of a year is received by the licensing authority from the public of a driver's unfitness to drive, and that the return of accidents prepared after the late strike in the cab trade proves, so far as it proves anything, that cabs are not responsible for the majority of street accidents.

The results that, in our opinion, might be expected from the imposition of a driving test would be, as regards the public, to increase the safety and efficiency of the service, and, as regards the driver, to give his trade more of the character of a skilled profession than it possesses at present. The question also is one that has an important bearing on the question of limitation. Such a test would be required only in the issue of *fresh* licences which at present average 700 a year, or 14 a week among all the divisions of the police district.

(*d.*) The limit of age for drivers is fixed by Statute at 16, but we find that in practice licences are never granted to persons under the age of 17, and to persons under 21 only when the applicant has been guaranteed employment by some proprietor. The drivers themselves appear to be generally desirous that the limit should be raised to 21.

The evil, if it exists, must of necessity be small. The juvenile drivers licensed in 1893 numbered 131 only, and of these 60, it is supposed, drive only in the suburbs.

It will be seen that in the opinion of the Assistant Commissioner of Police the limit should be fixed at 18, the minimum adopted in most of the provincial and foreign cities of which we have information, and that Sir E. Bradford sees no objection to its being fixed at 21. In any case a saving should be made for the present holders of juvenile licences.

(*e.*) The question of the renewal of licences to men who have been convicted of offences, and to men who have failed to use their licences, was repeatedly brought before the Committee.

We think that this is a matter which should receive the earnest consideration of the licensing authority. To license men who have proved themselves, by conviction of the more serious offences, to be unfit for the work, is to discredit the whole class. At the same time we feel that much must be left to the discretion of the Commissioner, and that it is impossible to fix either a minimum number of offences, or the degree of seriousness of offence, which should disqualify for a renewal.

The increased stringency in this respect which we consider desirable will doubtless tend to improve the conditions of the trade, by reducing the number of drivers and raising the standard of character, and we think this end might be further secured by the elimination of those whom the drivers call "Loafers" or "Butterfly-loafers"—

i.e., men who have no desire to work regularly, and have not the same incentives to good conduct as the regular drivers. We are not, however, prepared to say that the man who drives for some private employer in London or elsewhere, or works partly at another trade, and, during a period of slackness in that trade or in the busy season when the demand for drivers is greater, drives a cab, should necessarily be refused a licence. 4663-9.

We are further of opinion that the licensing authority should discourage the holding of two licences by the same man for different purposes.

(*f.*) The question of the limitation of the number of cabs or drivers or both, derives importance from the prominence given to it by the drivers among the measures which they urge for the improvement of the trade.

Cabs.—We find that the principle of limitation is adopted in several English cities and boroughs, and we have had evidence as to Leeds from the Chief Constable. The difference of circumstances, however, is so great that the results of the trial there can be in no measure a guide to the probable results of adopting it in London.

Limitation of the number of cabs is recommended on two distinct grounds, viz., the safety of the public, who it is alleged are endangered by the great number of cabs passing in the streets; and the unfairness of admitting applicants without restriction of number into a trade in which the selling-price to the public is fixed by law.

As regards the danger to the public, we find that the general opinion, so far as we have been able to ascertain it, is that in many districts at certain times of the day more cabs than are actually required are to be found on the streets, those districts being the places, such as the City and Strand, where, and those times the hours when, fares are most numerous. It is also the case that while the number of cabs has increased in the last 20 years, the "business radius" as it is termed by the cabmen, has shrunk through the competition of railways and omnibuses to one, roughly speaking, of $2\frac{1}{2}$ miles measured from Charing Cross.

Without entering into the economic reasons put forward as justifying in this special case the creation of a monopoly (for an arbitrary limitation of cabs by numbers means the creation of a cab proprietors' monopoly, the good will of which could be sold), we apprehend that the evils which limitation by number would introduce would more than balance the good which it might do. Among other results that may be expected, would be a decline in the quality of the cab consequent on the absence of the present keen competition among proprietors, and, with the decline, a falling off in the receipts of the trade. Nor is it to be expected that the cabs which at present chiefly ply in the outer districts would refrain from seeking a share of the increased earnings in the central district, which it is supposed that a system of limitation would ensure.

Drivers.—The limitation of the number of drivers is a question which is independent of the limitation of the number of cabs, and the propriety of fixing a proportion between the number of cabs and the number of drivers is urged by the drivers, whether a limitation of cabs is adopted or not.

It has been urged by those who are in favour of a limitation of the number of drivers that the conditions of employment of cabmen are strictly regulated by law and differ in very many important respects from those existing in trades where contract as well as competition is free, and that where the law limits and regulates contract it is fair also somewhat to limit and regulate competition.

We are prepared to admit that there is weight in this contention, and think it would be desirable that, so far as practicable, the drivers' reasonable prospects of regular employment should not be interfered with by a sudden influx of new-comers. On this point we would refer to our recommendations under (*e.*).

It is allowed that a certain excess of the number of drivers over that of cabs is required both by the habits of the London driver and by the contingencies of accident or sickness.. With the Improved Cab Company, the proportion is 23 drivers to every 19 cabs, that is a ratio of 12·2 to 10, while the proportion existing between the whole number of drivers and the whole number of cabs licensed is 13·6 to 10.

We think it probable, though only exact knowledge of the necessities of the trade could enable us to state it with certainty, that more drivers are licensed every year than are actually required, and that the proportion found necessary by the Improved Cab Company would be sufficient.

While agreeing, however, that a reduction in the number of cabs and drivers is desirable, we are unable to recommend any such arbitrary limitation as is urged by the drivers. We confidently expect that the recommendations which we make under

other heads, principally the increase of stringency in the licensing of cabs and drivers, will remove the chief evils of which the drivers reasonably complain, and tend to increase business.

II.—The Amount and Disposal of the Cab Plate Revenue.

It was the intention of Parliament, and it appears to us to be right in principle, that the expenses of administering the Cab Acts should fall upon the cabs, and not on the community in general. The question therefore of the amount of the licensing fees can only be properly considered in connexion with that of their disposal.

We may here state however that complaint has been made of the wheel tax of 15*s.* which proprietors are required to pay to the Inland Revenue for each vehicle, in addition to the licensing fee paid to the police. We believe that it was not the intention of the Government that hackney carriages should be subject to this tax, and it will be seen that we recommend its abolition so far as they are concerned.

The question of the disposal of the revenue involves several difficulties; one of these arises from the fact that we are not in a position fully to estimate the additional cost which will follow from the increase in the number of inspectors and other improvements that we recommend.

We are of opinion, that in future the accounts of the Cab Fund should be kept distinct from those of the Metropolitan Police Fund, and that the revenue collected and carried to the accounts of the Cab Fund should be no more than sufficient to cover the cost of the service.

A statement was prepared for us by the Receiver for the Metropolitan Police, App. II. showing the approximate amount received and expended by the Public Carriage Department at Scotland Yard on account of cabs during the five years ended the 31st March 1894. It appears to us that the 26,670*l.* charged in this statement for the year 1893–4, and estimated as the cost of the police employed on standings, is a 8015–55. sum so large that it requires careful consideration. We entertain some doubts whether in principle any part of this sum is properly chargeable to the cab revenue; if any sum at all is charged it should, in our opinion, certainly not exceed the extra expense, which can fairly be deemed to have fallen on the police force by reason of any duties in the streets specially relating to cabs and not forming a part of the ordinary duties of a constable which they have been called on to perform.

With regard to the other items appearing in the Receiver's statement, it appears to 8076–8. us that no part of the cost of the Lost Property Branch should be set against the cab revenue; the branch is entirely maintained for the convenience of the owners of lost articles, on whom therefore it appears right that the charge should fall.

It may be found in future that the cab-plate fee helps to yield a revenue in excess of expenditure, and if that should be the case we are of opinion that it should be reduced. In any case the driver's fee, which is admittedly small, seems to us to require no alteration.

It is not, of course, to be expected that the cab-plate fee can be so fixed as to ensure that the revenue arising from it shall exactly balance the expenditure incurred, and, if even after an alteration in its amount the cab revenue should be found at any time to show a surplus, the surplus should be applied to the improvement of the conditions of the trade. It could, we think, be used with most profit to both driver and proprietor in the provision of shelters and covered standings which will afford protection alike to driver, cab, and horse.

III.—Jurisdiction of the Police Courts in Complaints (*a*) against Cab Drivers (*b*) by Cab Drivers.

(*a.*) Apart from the complaints of unfair treatment and false evidence by the police, which the majority of the complainants admit to be decreasing evils, the chief objections which the drivers have urged against the present system are that, for offences which are at the most breaches of regulations, they are taken to a criminal court and compelled there to associate with criminals; and that the work of the police courts is at present so great that drivers have frequently to wait for several hours before their cases are taken, and that when they are taken it is safer to plead guilty than defend their case and perhaps incur a heavier fine for wasting the time of the court.

An impression that cab cases do not receive fair and patient treatment in the courts is undoubtedly general among drivers, and is shared by some of the proprietors who

gave evidence before us. That it is well founded we are not prepared to say, but we are in favour of any reasonable measure short of the provision of a special court that would tend to remove it. A special court we are not prepared to recommend, nor are we convinced that the work of the existing courts is so great as to require the transference of these cases elsewhere. We understand indeed that a committee which enquired last year into the courts of the Metropolis advised you that the Marlborough Street Court, at which nearly one half of the cab cases are taken, was not overworked, and that its district should be enlarged—an enlargement that, so far as we are aware, has not been carried out.

We have received little evidence to show that the alleged association with criminals forms any considerable grievance. The police court now is largely a court of civil jurisdiction, and it is the rule, we understand, that the more serious cases are usually disposed of in the morning, and the less serious cases, such as school board cases, cab cases, and private party summonses are taken in the afternoon. We think, however, that the distinction thus made might be still further emphasized. All cases which are not criminal in nature should as far as practicable be treated on separate days or at separate times, and, if it were found convenient, we do not see why all cab cases should not be taken at two or three courts only and on special days, thus following, in some degree, the practice of the city of London. This is a matter which can only, we conceive, be satisfactorily settled by arrangement between the Secretary of State and the Chief Magistrate.

We also hope that a more rigorous examination and the removal of the temptation to crawl and ply for hire in the streets by the re-arrangement of standings and the abolition of the privilege system, will largely diminish the number of cab cases coming before the courts. There is no desire on the part of the drivers themselves that the more serious offences, such as drunkenness, abusive and obscene language, assault and cruelty to horses, should be tried elsewhere than at the ordinary courts or under the ordinary conditions.

It must be remembered in this connexion that in many English boroughs and foreign cities the police or licensing authority have powers of punishment for breaches of regulations, by revocation or suspension of licence, which the Commissioner of Metropolitan Police does not possess.

It will be seen that we recommend that all first offences which are not of a serious character should be dealt with by a cautionary notice and not by summons; and that no summons should be granted unless a deposition or statement of facts, to be incorporated in or annexed to the summons, is put in by the inspector applying. It often happens that a driver is not aware of the particulars of the offence for which he is summoned until he hears the constable's statement in court several days after the occurrence, and so is seriously hampered in his attempt to defend himself.

(*b.*) In this connexion we have given careful consideration to the subject of "bilking."

In the course of our enquiry we found it necessary, when dealing with this question and hearing evidence upon it, to distinguish between the cases of (1) the man who, by disappearing, altogether evades payment of his fare, and to whom the term bilker is usually confined; (2) the man who, without attempting to escape, refuses to pay the fare or knowingly offers an insufficient amount; (3) the man who in all honesty disputes the amount of the fare, under the belief that the cabman has made a mistake or is wilfully overcharging.

Cases under (3) are naturally the most numerous and are easily disposed of by reference to a policeman. They need not further be considered by us.

Several instances of cases under (1) and (2) appear in the evidence given by the drivers before the Committee, and, though perhaps the loss *on the average* to the whole body of drivers is small, it is evident that in individual cases great hardship is occasionally caused, and we think that the drivers are right in demanding that the special circumstances under which they are compelled to conduct their trade should be met by special provisions.

In considering, however, the question of the proper remedy for this evil, it must be borne in mind that it is possible for cases to occur under both (1) and (2) in which no fraudulent intent is present.

For this reason and for the reason that such a power would become a weapon of extortion in the hands of unscrupulous drivers, we are opposed to the claim of the drivers that they should be given in these cases the power of summarily arresting the hirer, or at least of compelling him to accompany his driver to the nearest police station for the purpose of ascertaining his correct name and address. We would refer on this

point to a memorandum which has been prepared and handed in by Mr. Cunynghame and which is printed as an appendix to the report.

The other remedies that have been proposed, are as follows :—

It has been suggested that as a cabman is compelled by law to carry any hirer, he should have power to require the hirer to show that he has sufficient money to pay for the journey for which he has engaged the cab. This power would, of course, be rarely used by a driver, as its exercise would prejudice his chance of obtaining a gratuity over and above the amount of his fare at the end of the journey, but it might be found useful in cases where the driver suspects an intention on the part of the hirer to defraud.

Sir John Bridge and many witnesses have suggested that, in case of refusal to pay the fare or the full fare, the driver should have power to demand the name and address of the hirer, who, if he shall refuse to give his name and address or shall give a wrong name and address, shall be guilty of an offence punishable with a fine of 40*s.* recoverable summarily.

For the more effectual punishment of the detected "bilker" than is possible by a mere order of the court for the payment of the fare, compensation and costs as at present, it has been further suggested that it should be made an offence punishable by fine or imprisonment without option of a fine, in addition to payment of the fare, costs, and compensation, for a man either to engage a cab knowing that he had no means of paying the legal fare, or, having hired a cab, to attempt to defraud the cabman.

1768-9, 2039. Our attention was also called to the mode of recovery of fares. By the provisions of the Summary Jurisdiction Act 1879, a cab fare was made recoverable only as a civil debt, and the drivers complain—in our opinion justly—that the method of procedure for the recovery of civil debt, entailing, it may be, his attendance at the police court on four or five separate occasions, is too long and cumbrous to make it worth his while to institute proceedings for the recovery of his fare.

Reg. *v.* Kerswell (*Times Law Reports*, 31 Oct. 1894, p. 8). Sir J. Bridge has recommended as a remedy the re-enactment of the provisions of 1 & 2 Will. IV., cap. 22, section 41, which were repealed by the Summary Jurisdiction Act and which run as follows :—

"And it be enacted, that if any person shall refuse or omit to pay the driver of any hackney carriage the sum justly due to him for the hire of such hackney carriage, it shall be lawful for any Justice of the Peace upon complaint thereof made to him, to grant a summons, *or, if it shall appear necessary to him, a warrant*, for bringing before him or any other justice such defaulter and defender and, upon proof of the facts made upon oath before any such justice, to award reasonable satisfaction, ... and upon the refusal of any such defaulter or offender to pay or make such satisfaction it shall be lawful for such justice *to commit him to prison*, there to remain for any time not exceeding one calendar month unless the amount of such satisfaction shall be sooner paid ; and it shall also be lawful for such justice if he shall think fit to order such defaulter or offender to be kept to hard labour during such imprisonment."

The objections to the re-enactment will be found at the end of Mr. Cunynghame's memorandum. While we believe that in administering its provisions the magistrates would exercise their discretion in declining to commit to prison those whose inability to pay was not fraudulent, we conceive that the innovation—even in appearance—of making an exception to the process for recovery of debt is undesirable, and in all cases of fraud on the part of the hirer the driver will be able to institute proceedings under the provision suggested above by which the magistrate will have power to order payment of fare, costs, and compensation, as well as to punish the fraudulent hirer by fine or imprisonment for his fraud.

IV.—The Relations of Cab Owners and Drivers with the Railway Companies.

The question of the abolition of the "Privilege system" at railway stations, was one of the most important of those referred to us, and the evidence which we obtained in regard to it both from the opponents and from the advocates of the system is exceptionally full.

It is to be borne in mind that the existing system of "privilege" is an arrangement between the railway companies and cab proprietors, in which the driver has no voice.

The chief arguments urged against the system by the drivers are that—

(*a.*) An undue preference is given to "privileged" drivers, and friction between them and the "outside" drivers is the result.

(*b.*) The system does not secure for the stations the best horse, cab, or driver.

(*c.*) Congestion is caused in the central districts by privileged cabs which are hurrying back empty, after depositing a fare, to the station to which they are attached.

(*d.*) This immediate return of the driver, which is a necessary part of the system, causes a great waste of power.

(*e.*) The supply of privileged cabs not infrequently fails, and congestion is caused by street cabs waiting outside the stations where the system prevails in the hope of being called in or obtaining a fare from the station.

Doubts also have been thrown on the legality of the system, but they are such as can be settled only by the decision of a court of law. For the statutes and cases bearing on the question we may refer to the statement which we had the advantage of receiving from Sir Godfrey Lushington.

The system generally recommended by the drivers is something similar to that now in force at the Waterloo station of the London and South-Western Railway Company, where all cabs, provided they satisfy the company's inspectors as to quality and otherwise conform to the Rules laid down by the Company, are admitted on payment of one penny.

It will be useful to note a few of the conditions which the convenience of the public requires should be fulfilled at railway stations. In the first place, as the standing room for cabs at arrival platforms is necessarily small, and as passengers arriving with luggage are prevented from exercising much choice in the selection of a cab, it is essential that the cabs admitted to the station should be good in quality, and their drivers respectable and of good behaviour. Secondly, it is essential that a sufficient number should be forthcoming. Thirdly, it is desirable that, since mistakes as to luggage are frequently made on the arrival of trains, special facilities should be provided for their rectification.

We believe that the present privilege system does to a certain extent fulfil these conditions, and that under the open system, as it is exemplified at Waterloo, though a sufficient supply of cabs is provided, the quality of the cabs and the facilities for tracing lost luggage are not on the whole such as are provided by the privilege system. These indeed are admitted defects, but it has been argued that they are due not to anything inherent in the open system itself, but to the fact that at the present time it is in operation at a single station only.

We further find that in the cab trade generally the privilege system produces a feeling of irritation which it would be most desirable to remove; the general body of drivers complaining that, while they bring up the majority of the railway passengers to the station, they are not permitted to take passengers away. We believe that, in the increased strictness of inspection of cabs and of examination of drivers which we recommend, the railway companies will find sufficient guarantees in regard to the two points which we admit are not at present sufficiently ensured by the Waterloo system.

It must be remembered that evidence was given on behalf of some of the railway companies which showed that in their judgment the structural conditions of certain London station yards make the adoption of an open system physically difficult.

We do not recommend, however, that for the purpose of introducing an open system the railway stations should, as some desire, be declared to be public places. If ultimately legislation should be found necessary for the purpose, we advise that it should take the form of requiring the railway companies to demand no qualification in cabs or drivers other than that of their fitness and respectability, and of obliging them to make regulations, subject to approval, for the rejection of cabs and drivers unfit for admission; for the preservation of order on the railway premises; and for the exclusion, subject to appeal to the Commissioner or to a magistrate, of any cabman who has misconducted himself on a previous occasion. The expenses of carrying out such regulations would justly be met by the imposition of an entrance toll; the amount of that toll we recommend should be 1*d.* as at present at Waterloo, a sum which we believe the drivers are content to pay. Any surplus remaining after such expenses have been met should be thrown into a fund for the benefit of the general body of cabmen, which would supplement any sums that might be devoted from the cab revenue to the erection of covered standings and shelters. We feel, however, that, though it has been shown that at Waterloo the open system provides a sufficient supply of cabs, at stations less advantageously situated it may produce a different result; and we would recommend that power should be reserved to the Secretary of State, on proof that the supply at any station is so frequently inadequate as to be the cause of serious inconvenience to passengers, to permit exceptional arrangements for a regular supply of cabs being made with *drivers*, as is now done by the London and South-Western Railway Company in their south station at Waterloo. It is conceivable that such arrangements might be found necessary at some of the suburban stations.

A general demand has been made by the drivers that the private railway omnibus should be licensed. We do not find, however, that there are sufficient grounds why a private omnibus should not be hired like a fly or other private carriage to take passengers to and from stations, provided it does not ply for hire. If, as the drivers complain, it does ply for hire, the existing law, which makes such plying by an unlicensed vehicle illegal, is sufficient. The real remedy therefore is strictness on the part of the railway companies in seeing that no omnibus is allowed to stand at the platform, which has not been ordered beforehand by a passenger.

V.—The Tariff of Prices charged to the Public for the Hire of Cabs.

We do not find that there is any general desire for an alteration of the present tariff.

The sixpenny fare for a distance of a mile or under is not forbidden by the existing law, and we understand that it is taken by a certain number of drivers. The following suggestions have been made in regard to it:—

(*a.*) That there should be some method by which a driver should be able to advertise his readiness to take a sixpenny fare. It should be optional with the driver to display such advertisement. and he should be able to withdraw it when he chooses.

3325, 4452–5. (*b.*) That sixpence a mile should be made a compulsory fare during the business hours of the day, say from 10 a.m. to 6 p.m. or from 8 a.m. to 10 p.m.

(*c.*) That sixpenny fares should be introduced in the congested districts within different radii, *e.g.*, a mile of Ludgate Circus, a mile of Charing Cross, &c.

(*d.*) That the law as it existed before the Act of 1869 should be restored; that is that the minimum fare for a cab taken off a stand should be 1*s.*, for a cab taken from the street, "crawling," 6*d.*

The opinions of the drivers as to the advantage to them of a sixpenny fare are very much divided, and in face of this division we do not recommend that it should be made compulsory. Evidence moreover has been given before us that, in the city, where most short fares were once obtained, communication by the telephone has largely taken the place of the personal interview.

We think, however, that the first suggestion is one which is well worthy of the consideration of drivers and proprietors, to whom it must be left. Any symbol adopted should be one authorised by the Commissioner of Police. The fourth suggestion, which on first sight might appear to be a means of checking the practice of "crawling," would we believe in the end encourage it.

Connected closely with questions affecting the tariff is that of the adoption of a taxameter. In its simplest form, a taxameter is a distance-registering machine; such a machine would assist the passenger in the calculation of his fare, but should not be accepted as conclusive evidence of the amount to be paid. As it is the simplest, so it appears to be the least liable to be thrown out of order, and therefore on the whole the most workable.

Other machines have been produced before us, which aim, not only at securing the passenger from overcharge by indicating the exact amount to be paid, but also, by enabling the owner to keep a check on the earnings of the driver, at permitting him to pay the driver a weekly wage. We have had evidence that one such machine is at work and with satisfactory results in several continental cities.

We are not prepared, however, to recommend any particular machine, but the advantages that would be attained by an instrument on which reliance could be placed appear so undeniable that we think the Commissioner might well invite the submission of machines for consideration by a practical Committee including among others representatives both of proprietors and drivers.

Suggestions have been made for the division of cabs into two classes with different tariffs, as in some of the continental systems of which we have had reports. The evidence before us points to the existence already of a practical division which is clearly marked as between proprietor and driver, and which generally receives recognition from the hirer. We are of opinion that no more formal classification is practicable.

1801–3, 1839–40. Sir John Bridge has recommended the repeal of 1 & 2 Will. IV. cap. 22, sec. 43, which makes any agreement between driver and hirer for more than the legal fare not binding on the hirer. In this recommendation we concur.

The question of the extension of the present four mile radius is one of the most difficult that has engaged the attention of the Committee. On no subject has more conflicting evidence been given than on this. One reason of this conflict of evidence has been that three separate interests have been represented before the Committee; the

drivers who work in the central districts; the drivers who work in the suburbs just outside the present radius; and the public. To the last, an extension of the radius would be an advantage, not only because passengers would be able to travel the additional distance at the "inside" rate of 6*d.* a mile, but, also, because the present anomaly which requires persons entering the radius from outside to pay at the rate of 1*s.* a mile throughout the journey, would cease to effect the large number of persons who are at present outside the radius but would be included in any extension.

The drivers in the central districts may be said to be generally indifferent on the question, but not on the whole ill-disposed towards extension. It appears from their evidence that they are seldom taken beyond the four mile radius—"not once in three months" said one of the witnesses—and that they would have no objection to the extension of the radius to places, such as Hammersmith, where on depositing a fare they would have a fair chance of obtaining another.

The suburban drivers are opposed to any extension; but we believe that it will do no serious injury to their interests. It is reasonable, in the first place, to suppose that a great number of persons who are now outside the radius, but will be included by the extension, will use cabs for journeys into London when they can hire them at one half the present rate. Secondly, for the short fares in their immediate neighbourhood the minimum fare will still be 1*s.* Thirdly, for the journeys beyond the radius they will still receive 1*s.* per mile as soon as they pass the boundary.

Assuming, then, that an extension is desirable, the question remains as to its nature and limit. On the whole, we concur with the London County Council that the radius should be that of the Administrative County of London, but minus the Plumstead district.

VI.—Cab Stands and Shelters in the Streets.

We find that the present disposition of the standings is unsatisfactory and a strong incentive to the breach of the regulations as to plying.

We think that it is desirable that more shelters should be provided. While gratefully acknowledging the services rendered to the cab-trade generally by the Cabmen's Shelter Fund, we also think that, in view of our recommendation as to the increase in number and of the desirability that the accommodation at present provided should be improved, the time has now arrived when the shelters can with advantage be taken over by some public authority. Our opinion as to the desirability of defraying out of the cab revenue a portion at least of the cost of their erection and maintenance has been already expressed.

VII.—The General Conduct of the Service.

(*a.*) *Liability of Cab Proprietors.*

Two provisions of the present law press heavily on cab proprietors. These are the obligation to produce before a magistrate a driver who has been guilty of an offence, and the liability to pay any fine that may be imposed; and the unlimited liability for luggage that may be lost from a cab.

Both proprietors and drivers are agreed in wishing the abolition of the power to summon the proprietor. The proprietors wish it because they have to appear in person or send a representative; the drivers, because some proprietors are in the habit of not giving the driver the summons until the morning on which he has to appear. The enactment is doubtless an anomalous one; the reasons that may be urged for its continuance are set out in a note from Sir J. Bridge, which is printed on page 262 of the evidence. The liability of the proprietor to pay the fine appears to us to be less defensible, and we are informed that in fact the fine is never levied on the proprietor.

The claim of the proprietors that a limit should be placed on their liability for lost luggage—as is the case with carriers, inn-keepers, and railway companies—when no previous declaration of the value of the luggage has been made by the owner, is in our opinion one which cannot be refused.

(b.) Consolidation of Hackney Carriage Acts.

9210-21. On the question of the consolidation of the existing statutes we desire to refer to the evidence given before us by Sir Godfrey Lushington. Many sections are now admittedly obsolete, and some of the offences punishable under the Acts are declared by Sir John Bridge to be unknown in practice. One useful result of consolidation would be the simplification of the hand-book which is issued to the drivers.

(c.) Transfer of Control.

Two of our members, Mr. Burns and Mr. Lough, have urged throughout the proceedings that, having regard to the history of the cab service during the past 25 years and the relations to it of the Home Office and Scotland Yard, the administration of that service should be transferred to the London County Council, and, although concurring in the recommendations of the report so far as they go, they are still of that opinion. The other members of the committee desire to reserve their judgment upon this point, which was not included by you in the terms of our reference and on which we took no evidence.

RECOMMENDATIONS.

1. The staff of inspectors and assisting constables should be increased. There should be at least one to each police division, and one of the inspectors should act as a chief inspector controlling and supervising the others.

2. Inspectors should be chosen from among men having technical knowledge of the construction of vehicles or of veterinary matters.

3. A register of the cab-yards in each district should be kept by the inspector of the district, who should inspect from time to time the horses stabled there. It is desirable that some safer plan of watering horses than the present system of street troughs should be introduced. We recommend that powers should be obtained for erecting a stand pipe at every cabstand.

4. Sub-letting should be forbidden.

5. The limit of age for drivers should be raised from 16 to 21.

6. Applicants for drivers' licences should be practically examined in their knowledge of driving.

7. The licence issued to a driver should contain spaces in which the proprietor should be required to insert (1) the periods of more than a week during which the holder has not been at work (2) the cause of leaving. In renewing licences, the licensing authority should insert in the licence form the graver endorsements of the two previous years.

8. Failure to use a licence for any considerable part of the year, and conviction of a serious offence should, except in special circumstances or unless the magistrate otherwise directs, debar the holder from obtaining a renewal. In all such cases there should be an appeal to the Commissioner of Police. The practice called "chairmarking" should be discontinued.

3162-85. 9. The carriage tax of 15*s.*, should be abolished.

10. First offences, not of a serious character, should be dealt with by cautionary notices and not by summonses. No summons should be granted unless a deposition of facts, to be incorporated in or annexed to it, is handed in by the inspector making the application. So far as practicable the cases should be heard at an hour and place convenient to the men.

11. An Act should be passed embodying the principal proposals made in Mr. Cunynghame's memorandum on "bilking."

12. The "privilege" system should be abolished at all railway stations where it is in force, but the railway companies should be required to make regulations, subject to approval, for the admission and supervision of cabs. Power should be reserved to the Secretary of State to permit exceptional arrangements in the interest of the travelling public.

13. The radius should be that of the Administrative County of London, minus Plumstead. Drivers should not be compellable after a certain hour in the evening to go any considerable distance except in the direction of their own homes. For this purpose the metropolitan area should be divided into districts, and the cabs of each district distinguished by a lamp of a particular colour.

14. A number of small standings, for two or three cabs only, should be placed at various points in crowded districts and thoroughfares; such small standings should be supplied from the larger standings in the neighbourhood. It is advisable that the larger standings should be covered, and be provided with a shelter.

15. Proprietors should be relieved of their liability to pay the fines of their drivers, or to produce drivers in court, except for offences wholly or partially attributable to the proprietors.

16. The proprietors' liability for lost luggage should be limited to 10*l*., except where a declaration has been made by the owner.

17. As legislation will be necessary for carrying into effect some, at least, of our recommendations, should they be adopted, we consider it most desirable that the opportunity should be taken of consolidating the statutes and carrying out the changes recommended by Sir John Bridge as regards the wearing of the badge, &c. The consolidating Act should empower the Secretary of State to decide from time to time by regulations under his hand both what shall be deemed to be offences and what shall be the penalties for the offences. Many of our recommendations, however, can be carried into effect immediately under the powers conferred on the Secretary of State by the present law. It is desirable that this, whenever practicable, should be done, not only in order that the improvements which we anticipate may be produced without delay, but also because the experience of the modifications thus introduced will be valuable when the provisions of the consolidating Act are framed.

In conclusion we desire to call your attention to the valuable services rendered by our secretary, Mr. Delevingne, whose ability, assiduity and obliging conduct deserve our warmest acknowledgment.

We have the honour to be,
Sir,
Your obedient servants,

GEORGE W. E. RUSSELL.
HENRY CUNYNGHAME.
FRANCIS J. S. HOPWOOD.
E. H. BAYLEY.
JOHN BURNS.
THOS. LOUGH.
C. A. WHITMORE (subject to my dissent from recommendation No. 12).

MALCOLM DELEVINGNE (Secretary),
Whitehall, 2nd January 1895.

I cannot concur in recommendation No. 12 that "the privilege system should be abolished at all railway stations where it is in force." We have ourselves, on page 7 of our report, stated several of the reasons which render the adoption of the "open" system at all railway stations inadvisable, and, in many cases, impossible. And the very words which follow upon this recommendation, "but the railway companies should be required to make regulations, subject to approval, for the admission and supervision of cabs," show that in fact my colleagues are convinced that a purely "open" system is impracticable, and that in some form the Companies must be enabled to retain the power of restricting the free admission of cabs into their stations. In my judgment it is to some extent the use of the word "privilege" which just after the cab strike, when we took the evidence of cab-drivers, accounted for their feeling against the system so named. As against their view and wishes must be set the strong opinions of all the railway managers, except Mr. Scotter, who gave evidence in favour of a system of "privilege." The general manager of the London, Brighton, and South Coast Railway stated that, if this system were abolished, his Company would be forced to keep their own cabs. And it is noteworthy that while Mr. Scotter thought that the "open" system worked well at Waterloo, his Company has since 1891 adopted a "privilege system" at the South Station. It had been found that the structural position of this station and its yard, and the general conditions of the traffic to and from it, made the "open" system work badly. I think it is clear that similar causes would produce the same inconvenient consequences from an adoption of the "open" system at certain other railway stations in London. It should also be remembered that we

have heard no evidence at all from the travelling public on the relative merits of a "privilege" and an "open" system. The railway managers assert that they have adopted, and desire to retain, the "privilege" system in the interests and for the protection of the travelling public. No evidence has been given on behalf of the drivers to show that it does not work well for the public. I do not, therefore, think that this recommendation is justified by the evidence; and while I doubt whether the sweeping change proposed would benefit the cab-drivers as a whole, I cannot help feeling that it might be injurious to the public.

C. A. WHITMORE.

I concur in the views of Mr. Whitmore. I am further of opinion that, if the present system be abolished, the existing "privileged" drivers who are a large, steady and respectable class of men, will be thrown out of employment as the railway companies (as stated in evidence) will employ their own vehicles driven by their own servants.

E. H. BAYLEY.

APPENDIX I.

Historical Sketch of the Cab Service.

(Reprinted from the Evidence of Sir G. Lushington.)

The history of the cab trade furnishes a few items which, though of no practical importance, yet perhaps may be not without interest to the Committee.

Authority. First of all, as to the development or evolution of the authority administering the Acts, there have been a series of changes. The first authority was a Board of Special Commissioners, who combined in themselves a multiplicity of functions. They issued licences and collected revenue; they made byelaws with the consent of the Lord Chancellor and the Lord Chief Justice to regulate the conduct of the proprietors and the trade generally, and also they were a court which adjudicated on all complaints and offences against cab law (9 Anne, chapter 23, sections 12, 13, 16.) The next step which was taken was in 1831, a long time afterwards, by which the licensing duties were transferred to the Commissioners of Stamps (1 and 2 William IV., chapter 22, section 62.) That in itself, I suppose, was a mere formal matter, but an important change was that the adjudication of complaints and offences was now transferred to a metropolitan police magistrate. Then a few years afterwards, in 1838, the licensing work was transferred to a Registrar of public carriages to be appointed by the Secretary of State. (1 and 2 Victoria, chapter 79, section 4.) In 1843 we have the first mention of the Metropolitan Police; the Commissioner is brought in, but only to appoint the standings. In 1847 the duties were transferred from the Commissioners of Stamps to the Commissioners of Excise. (10 and 11 Victoria, chapter 42.) That I presume was formal only. In 1850 all the Registrar's powers were transferred to the Commissioner of Metropolitan Police, acting under the authority of the Secretary of State. (13 Victoria, chapter 7.) In 1867 was passed the Metropolitan Streets Act, which assigned certain functions to the Secretary of State (30 and 31 Victoria, chapter 134), and then in 1869, by the Metropolitan Public Carriage Act (32 and 33 Victoria, chapter 115), the tax—I do not say, was removed—but was very greatly diminished, and the system of issuing licences for fees was introduced. At the same time the whole trade was placed under the Secretary of State, and the Commissioner of Police acting in accordance with his authority.

Area. To pass to the area which was the subject of legislation. This originally was the area covered by the cities of London and Westminster, and their suburbs and parishes within the weekly bills of mortality. (9 Anne, chapter 23, section 2.) The next change was in 1831 (1 and 2 William IV., chapter 22, section 4), when the area was made five miles from the General Post Office; in 1838 (1 and 2 Victoria, chapter 79, section 1) it was enlarged to 10 miles, and in 1843 to the present area consisting of the City and Metropolitan Police District, which, as you are aware, is larger than the county of London.

Duties. Then, in respect of duties. Originally these duties were made entirely for the purposes of revenue. The first Act, which was passed in 1710, was a Ways and Means Act, "May it please your most Excellent Majesty we, your Majestie's (most dutiful "and loyal) subjects the Commons of Great Britain in Parliament assembled, being "desirous of raising the necessary supplies for enabling your Majesty to carry on the "present war and for other your Majestie's (frequent) occasions have therefore given and granted, &c." But in 1869 this system was altered, and though there still is a small tax of 15*s*., the rest of the duties have disappeared, and instead licence fees have been introduced.

Limitation. Lastly on the subject of limitation. Originally the number of hackney carriages was strictly limited, and it so continued from 1710 to 1833, when all limitation was removed, and the trade thrown entirely open. (1 and 2 William IV., chapter 22, section 8.) The number of drivers never has been limited; the drivers were not licensed until 1838. (1 and 2 Victoria, chapter 79, section 4.)

APPENDIX II.

Memorandum on the Prevention of Bilking.

(By H. Cunynghame, Esq.)

The chief cases in which a person can be arrested in the Metropolis without a warrant are :—

1. Where the person arrested has committed treason or felony, (a mere reasonable ground of suspicion is sufficient for a constable, but not for a private person).
2. To prevent the commission *by night* of any indictable offence whether treason or felony or a misdemeanour.
3. To prevent a riot or violent breach of the peace.
4. Where a man *in view of a constable* obstructs the public highways in the cases mentioned in 14 and 15 Vic. c. 19, sec. 11.
5. For obstructing or assaulting a constable.
6. Under the Intoxicating Liquors Acts ; for being drunk and disorderly.

It will be noticed here that powers of arrest for wrongfully depriving another of property are only given where such deprivations amount to felony.

Hence it would be very illogical to enable a cabman to arrest a man even for the worst case of bilking, without a warrant, unless such bilking were made a felony.

But to make bilking a felony would be a grave innovation.

Felonies connected with the deprivation of property are larceny, bankrupt absconding with property of his creditors, forgery, embezzlement, and burglary. But obtaining goods under false pretences, uttering false coin, cheating, fraud by trustees, perjury falsely marking merchandise, &c., are only misdemeanours, and for such no one can be arrested without warrant. It may be argued that it is worse for a man to bilk a cabman of his fare than it is for a starving man to steal a loaf, and this is true ; but that is an argument rather for making petty thefts mere misdemeanours than for making everything which morally is as bad as a theft a felony. The policy of our law has for nearly half a century been to discourage the creation of new felonies.

It might be urged that it would be wise to give a power of arrest without warrant in all cases of misdemeanour as well as of felony. The answer to this is, that a wholesale grant of the power of arrest without warrant places a dangerous power in the hands of the police and of private citizens and is not desirable.

From this it must be concluded that, if bilking can be reasonably checked by the use of less stringent powers, it would not be desirable to depart so widely from the general principles of our law as to permit cabmen to arrest without warrant those who cheat them.

Before making any suggestions, however, I would call attention to the powers of railway, omnibus, and tramway companies in like circumstances.

The servant of a railway company has power to arrest any one who refuses to pay his fare and to give his name and address. The old power of arrest whether he gave his name and address or no has been abolished. 8 & 9 Vict. c. 20, s. 103, and 52 & 53 Vict. c. 57.

Omnibus officials have no power of arresting passengers who bilk them.

Tramway company officials have power to arrest any one who attempts to avoid payments of his fare, 33 & 34 Vict. c. 70, s. 52. This is a power which never ought to have been given to them. It is liable to the grossest abuse by blackmailing (*see e.g.* the case of Rayner *v.* South London Tramways Company reported in the "Times" of June 13th, 1893).

Here, however, since the Companies are liable for the acts of their servants within the scope of their employment, a person who is improperly arrested or dragged through the streets by the servant of a rail or tram company has his remedy against the company, and in the case just mentioned the prosecutrix recovered 150*l*. A cabman, on the other hand, is not the servant of the cab-owner, for the purpose of arresting persons who do not pay their fare, nor, even if he had the power of arrest, would the cab-owner be liable for an abuse of it, and it is not to be expected that, as a general rule, cabdrivers would be found to be in possession of means sufficient to meet substantial claims for damages. A person, therefore, who brought an action against the cabman for illegal arrest and won it might not only fail to obtain compensation but would very possibly also have to pay his own costs. To attempt to remedy this by making it

a penal offence for a cabman wrongfully to arrest a person would be altogether foreign to the whole spirit of our law, which never makes it an *offence* for an individual mistakenly or maliciously to put the criminal law in force.

The following acts of cheating are punishable on summary conviction, but no power of arrest without warrant exists with regard to them :—Adulteration of food, fraudulent imitations of copyright, cheating friendly societies, frauds on gas and water companies, selling margarine as butter, &c. &c. If power of arrest were given whenever a person had obtained something knowing he could not pay for it, a tremendous engine of oppression would be brought into existence. Landlords would arrest tenants who did not pay the rent, shopkeepers customers who did not pay for goods, and so on. It is not a complete answer to say that the cabman is bound to drive the passenger. A public-house keeper is bound by law to supply all who ask with refreshment provided they are orderly and sober, but is a publican to be allowed to arrest a man without warrant for not paying for a pot of beer ?

Ample protection will, in my opinion, be given to the cabman if it be provided :—

1. That any one who having hired or used a cab does not pay to the driver the fare legally payable, and who either refuses to give to the driver on demand an address where he may be found, or gives a false address with an intent to deceive, shall be guilty of an offence for which he may on information be summarily punished by fine or imprisonment.

2. That cabmen may require a hirer to produce and show him sufficient money to pay for the journey he is directed to go, and in default may refuse to take the hirer. If required to wait he may demand a reasonable sum to be paid him, sufficient to cover the fare already earned and the sum due for the period he is required to wait; and he should not be legally compellable to wait longer than that period,

3. That in case the hirer neglects or refuses to pay the legal fare, the fare, together with costs and compensation for loss of time, may be recovered by the cabman as a civil debt summarily.

4. That any person who (a) hires, or having hired uses, a cab knowing or having reason to believe that he cannot pay the fare, or (b) hires, or having hired uses, a cab with intent fraudulently to evade payment of the fare or any part thereof, or (c) having hired or used a cab fraudulently endeavours to evade payment of the fare or any part thereof, may be sentenced to pay, in addition to the fare, costs, and compensation, a fine of 5*l*., or to imprisonment with or without the option of a fine.

The special power of a hirer to require a cabman to drive him to a police station should I think be abolished. He can direct him to drive there under the other provisions provided he has sufficient money to produce to the cabman.

It is believed that all the protection possible would be given to a cabman by these proposals. It is to be noted that the non-payment without fraud of a legal fare subjects the hirer to have the fare, costs, and expenses recovered summarily as a civil debt, that is by distress, and then, if he has means and refuses to pay, to imprisonment. But if the hirer has no means and knew that he had not when he took the cab, he may then be imprisoned and fined under 4. It would be objectionable to punish a person who cannot pay without any fraud. For in this case the fare is only a civil debt and to make non-payment of a legal debt without fraud a crime would be unique in English law. To give power of arrest without warrant for mere non-payment of a civil debt would also give rise to a demand by the employers for power to arrest and imprison cabmen who had the money to pay but did not pay the cab proprietor, and would be introducing a dangerous principle into the law and one likely to be abused to the injury of the cab trade in general.

THE CAB SERVICE OF THE METROPOLIS.

MINUTES OF EVIDENCE

TAKEN BEFORE THE

COMMITTEE OF INQUIRY

APPOINTED BY

THE HOME SECRETARY,

WITH

APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.

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MINUTES OF EVIDENCE

TAKEN BEFORE THE

COMMITTEE OF INQUIRY

APPOINTED BY

THE HOME SECRETARY,

WITH

APPENDICES.

At the Home Office, Whitehall.

FIRST DAY.

Friday, 15th June 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

Mr. ALEXANDER CARMICHAEL BRUCE, Assistant-Commissioner of the Metropolitan Police, called in and examined.

Mr. A. C. Bruce.

15 June 1894.

1. (*Chairman.*) You are Assistant-Commissioner of Police?—I am.

2. And the public carriage branch is under your immediate control?—Yes.

3. I understand that you propose to leave to some of your subordinates the questions of detail, and rather to give us your general views in relation to the industry?—If you please.

4. Will you tell us, in the first place, what are the general rules or laws under which you conduct your operations?—I conduct them under the provisions of various Acts of Parliament, the Secretary of State's Order of 1871, and regulations of the Commissioner of Police.

5. Do you say several Acts of Parliament? I mean, have you a series going back a long time?—Oh, yes; there are about thirty Acts of Parliament altogether bearing upon the licensing.

6 And the former ones were not repealed by the Act of 1869?—No, except in so far as they were contrary to it.

7. I mean the Act of 1869 is not a complete code in itself?—Oh, no, it did not expressly repeal them.

8. It is not a complete code? I mean it would not cover the whole ground as it stood alone?—No, it does not cover the whole ground.

9. And under the powers of that Act there is an Order of the Secretary of State?—There is.

10. That, I suppose, is what guides you in your administration?—Yes.

11. Do these Acts and these regulations, as they stand at present, inflict any hardship on cab drivers as far as you know? It is a very general question. I mean, do you think they are in any sense or in any degree hostile to the interests and rights of the drivers?—No; I should say not.

12. Then, in addition to the powers conferred by that Act, and the powers conferred by the Secretary of State's Order, you have some regulations of your own Department, have you not?—Yes.

13. Issued, I suppose, from time to time, by the Commissioner?—By the Commissioner.

14. And, of course, so arranged as not to clash with the Orders of the Secretary of State?—Clearly.

15. Carrying the regulations, I suppose, more minutely into detail?—Yes.

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16. All these regulations are varied and revoked from time to time?—From time to time, as occasion may require.

17–20. Has a copy of the regulations been handed in?—I can hand in copies, sir, of these regulations. They are contained in the general orders.

21. We come to the practical application of these rules; and the first point is, as to how licences are granted in the first instance; what is the inspection that is practised before a licence is given?—The proprietor takes his cab to the inspector of public carriages at a convenient station which is set down, of which he has notice. The inspector examines that carriage according to the regulation of the Commissioner, and it is either fit or unfit. If it is fit, he sends a certificate to that effect to Scotland Yard, and the licence is then sent to the proprietor.

22. (*Mr. Whitmore.*) Are there any defined descriptions of what constitutes fitness?—Oh, yes; there are regulations made by the Commissioner for the guidance of the hackney carriage inspector.

23. (*Chairman.*) Then a fee is charged for the licence?—2*l.*

24. And what becomes of that?—That goes to the Receiver.

25. And that is set forth, I believe, in the table of charges which you will either hand in or have handed in. I mean you have some table of charges made in connexion with cabs, or you can supply such at any rate?—Oh, yes; that is according to the Secretary of State's Order.

26. That is part of the Order?—That is part of the Order.

27. Then can you give either now, or on paper, a return of the number of licences granted, showing the rise from 1884 to 1888?—Yes, I have a return here.

28. These things which you have in black and white, on paper, it is not necessary to trouble you to go through, but I only want to get them handed in?—Yes, they have been handed in.

29. I am told that there was a rise from 1884 to 1888, and a decline from 1888 to 1893?—That is so.

30. And now, once the licence is given, is there any subsequent supervision or inspection of the cabs?—There is a general inspection and supervision by the hackney carriage inspectors themselves in their patrolling, when they are serving notices in yards, and so on. There is a supervision and inspection by police constables at the hackney carriage standings, and by the police in general, who are instructed to notice cabs and report if they see any unfit. And, in addition to that, I ought to say that there are night inspections every month.

31. (*Mr. Whitmore.*) What inspections?—The night inspections. Inspections by night, from nine o'clock to one, and occasional inspections beyond that even, surprise inspections.

32. (*Chairman.*) Then the result of these inspections is, I suppose, that a certain number of them are struck out of use as not being fit. They are reported?—Yes, they are reported; and they are then inspected by the hackney carriage inspector, and if found unfit a notice is served not to use till they are fit.

33. And as the result of that there must be a considerable number of licensed cabs not in use?—Yes.

34. Cabs for which a licence was obtained, but which as a matter of fact are not allowed to ply?—Yes.

35. Have you any views about the desirability of dividing cabs into classes corresponding to their merits?—Well, I do not think it would be advisable. You would have to have a lower fare for the second class cabs.

36. Lower than for the first class do you mean, or lower than the existing fare?—Lower than the existing fare.

37. It would not do to keep the existing fare for the worse cab, and put on a higher fare for the better cab?—I do not think so.

38. (*Mr. Whitmore*). That is a possible alternative, of course?—Oh, yes, of course that is a possible alternative.

39. (*Chairman*). But as far as you have considered the question, we may take you as opposed to any idea of differentiating the cabs into two classes?—Not exactly as opposed, but I think it would probably lead to disputes, and you would have to have a distinguishing mark in the first and second class.

40. Oh, you would, no doubt?—And the first class cab would deteriorate, perhaps, into what we call a second class cab.

41. Yes; but then it seems to me that this system of constant inspection that you speak of would enable the decay or depreciation of a cab to be noted, and the alteration made. It might be degraded from first class to second class, and indicated as a second class cab when it got to a certain pitch of miserableness?—Yes.

42. You may have information which has not been presented to me, but at the first blush of it it does not sound an impossible or an impracticable scheme—I mean the difficulties do not sound insuperable?—I do not know that they are. I am only trying to give, as far as I can, any objections.

43. (*Mr. Whitmore.*) If these objections could be surmounted you would not be unfavourable to the idea?—Yes; I think if it could be done I do not see any radical objection to it.

44. (*Chairman.*) Exactly?—There is no opposition that we can offer to it.

45. Well, now, I come to the question of limiting the number of cabs. Do you think that the State ought to interfere in that? Of course, as the thing stands at present, the system is not one of absolute free trade in the matter. I mean, where the State regulates the charge the ordinary conditions of the market are interfered with, and do you see any objection to the State going a step further, adding a little to its control, and limiting the number of cabs as well as the amounts charged?—You mean if it would work?

46. Well, yes. I mean do you see any objection in principle, if I may use that word of such a thing, or on practical grounds, to limiting the number?—Well, of course, it would only be a matter of opinion. From a police point of view, of course, there would be no objection; if the numbers were limited we would just go on as we were doing, and we offer no objection as police.

47. I thought possibly, from a police point of view, you would answer it would be an advantage, because you would know exactly what number you had to deal with instead of having to adapt your arrangements to a possible growth?—Well, there might be difficulties in this way, that if you limited the number you would probably have to have a list of applicants who wanted to have cabs when vacant numbers fell in. Then you would have to write to all these people. Supposing 20 cabs fell in you would have to write and ask each one whether he intended to take it up.

48. That could be done by public notice, I suppose, as vacancies in an office are notified for competition. Thus, "on such and such a date the Commissioner "will issue 20 fresh cab licences, applications to be "made beforehand"?—That would cause a little delay, perhaps. I do not know that it is insuperable. Then there is the point, if I may be allowed to put it in the form of a question, How are you going to fix the number?

49. That is a question I was going to ask you. Supposing the thing was not undesirable in itself, what means would you suggest?—Well, suppose that you said that Richmond wanted so many and so on; you would say that the needs of the Metropolitan Police district on the whole required, we will say 10,000 cabs, you could not ensure that these cabs—we will say Richmond would want a dozen, you could not be sure that six of those would not come into the Strand or Piccadilly to ply for hire.

50. (*Mr. Whitmore.*) Would you not apportion the number roughly to the population of London as a whole. I mean is not that possible?—Then you could not be certain that certain outlying places would get cabs at all.

51. You cannot now, I suppose, can you?—No; but then I suppose they find that they are unlimited, and it pays them better perhaps to settle out there. But if they knew the numbers were limited they would perhaps take the risk of so many cabs not plying, and say, "We will go into the busy parts, into Piccadilly and the Strand, and might get better fares." It might have that effect.

52. (*Chairman.*) Of course, in the question I asked you about the policy of limiting the number I was

thinking of a permanent limitation—the setting up, in act, of a new system. But how do you regard the proposal to try that as an experiment, a temporary device, simply to stop the issue of licences for a time with a view to bringing down the number, or not allowing the number to increase, at any rate? Do you think that that is an expedient worth trying, in the interests of the men or of the public?—I do not think so.

53. (*Mr. Whitmore.*) Do you not think the present number is excessive?—Well, I suppose it is in some parts of London. But I suppose, from one point of view, it is for the public convenience that there should be always enough cabs.

54. But from another point of view, according to information laid before me, there has been a great increase in the safety of the pedestrian public since the cab strike; I mean that there have been fewer accidents from cabs.

55. (*Mr. John Burns.*) Not so many, sir?—I do not think the difference was very great—587 against 615—that is all.

56. (*Chairman.*) That is all.

57. (*Mr. John Burns.*) In fact it goes to prove that the cabby is not the prolific source of accidents that he was supposed to be?—No.

58. (*Mr. Bayley.*) Still it is an advantage that the streets should be clearer of traffic, apart from accidents?—I do not know that that would actually entail the streets being clear of traffic, if you limited the number, because you could not ensure that an equal number of the limited number would not come into the congested parts of London; and if it is found that the Strand and Piccadilly and Regent Street are the places where fares can be picked up, although the numbers are limited they would all go in there.

59. (*Mr. John Burns.*) But that is a matter for police regulation, independent of the question whether there are too many or insufficient cabs. The police have the power to prevent the Strand being made a sort of Roman Corso down which hansom cabs are to ply up and down in procession. They have the right to prevent?—To prevent persons driving, you mean?

60. I mean mere loitering. Supposing there was a procession of sixty empty cabs on the one side from Trafalgar Square to the Gaiety Theatre, will the police have the power to divert?—If they cause an obstruction.

61. (*Mr. Bayley.*) Is it at all likely that a cabman having his stabling at Richmond would ply for hire in Piccadilly or the Strand?—I am only making that suggestion as possible; and if the drivers knew the numbers were limited they would think probably that there may be room for them in the Strand when there was not before because the number was unlimited; and therefore you could not ensure their not going there, and the other parts might be depleted and this congested part might have the same number of cabs.

62. But if the number were limited, would you not have a better chance of picking and choosing, and in that way perhaps getting a better type of driver and cab than you have at present?—A better type of driver?

63. You are talking now about the drivers, are you not?—No, the cabs.

64. Which is just the same—a better type of cab, then, because naturally you would refuse a licence to the worse type?—I do not know. I think, probably, if you were unlimited you would get a better type of cab, because there is more competition among the cabs if it is true that a better cab gets a better fare; there would be constant competition to get the best cabs.

65. (*Mr. Whitmore.*) Is there any sort of competition at the present moment in the selection of cabs?—Do you mean are the better cabs selected?

66. I mean, does the present system tend to anything like a survival or selection of the fittest; practically if any cab which applies for a licence is up to the standard it would be passed?—Yes.

67. I do not know under the present system whether there is anything like competition in which only the superior kind can be licensed?—Competition in this way. There is a great rush to fares, and it is found that the better cabs have a better chance.

68. But not, I mean, in the granting of licences?—Oh, no; not in the granting of licences. That is a matter entirely for themselves. If a man chooses to have a better cab than is required, that is entirely a matter for himself.

69. (*Mr. John Burns.*) Between him and the master. But has not unrestricted licensing rather tended to drive out of the cab trade the better type of cabman, who has taken to bus driving and then to tram driving rather than put up with the bad conditions that unrestricted licensing has brought about? Is not that your experience?—Unrestricted licensing of cabs?

70. Yes. Has not the unrestricted issuing of licences brought into the cab driving trade the wastrels of other trades, while the better type of drivers have become bus drivers at a weekly wage?—Are you talking of drivers now, or cabs?

71. I am talking of drivers?—I do not know that I should say that.

72. But would not that be the natural tendency?—An unlimited competition in cabs and an unrestricted issue of licences would bring into the trade generally a worse type of man than prevailed when there was not that proportion of cabs on the street to potential passengers?—It might be so, I cannot say exactly.

73. (*Chairman.*) I would only put it in this way. Suppose you maintain your present system of disallowing the cabs which get out of repair, and at the same time refuse to issue any licences, say for a year or so, can you give me any idea what reduction in the number of workable cabs would take place in the twelvemonth? Supposing you were not to issue any new ones, simply taking the cabs licensed to-day, and continuing the present system with the same amount of rigour which you now practise in knocking-off the decayed ones, what sort of reduction, even approximately, in the number, would take place in the twelvemonth?—I do not know that I am prepared to say that.

74. (*Mr. Whitmore.*) Have you not got some statistics upon that point?

75. (*Chairman.*) Only tell us about how many are disallowed every year for being out of repair?—During the year the vehicles rejected by the inspector of public carriages unfit for public use and presented for licensing were, 139 two-wheeled.

76. But are those carriages which have once been licensed, or which apply to get their license in the first instance?—This does not show—there is nothing to show that, sir. It is only "officially brought up for inspection, and were rejected."

77. You have not got at hand any record of the number which, having been on the streets, have been disallowed—turned off—for having got out of repair?—No; we have no report of that.

78. (*Mr. John Burns.*) 139 rejected—when, in 1893?—Yes, in 1893.

79. (*Chairman.*) But does that mean rejected in the sense of not having been licensed in the first instance, or taken off after they had been once licensed?—I do not think there is anything can show that.

80. Have you not the means of finding out how many you take off the streets for having got out of repair?—Oh, yes; we can tell that. But then we cannot tell whether the ones that were rejected were original ones or ones that had been plying.

81. That is what I am saying all the time. Have you any means of finding out the number of those which, having been upon the streets, having been in use, having been licensed, have been rejected afterwards?—I beg your pardon, sir; but do you mean rejected or returned as unfit?

82. I did not know there was any difference. I understood you to say that by your system of inspection you were constantly striking out of use cabs which have been in use, but which have got into a state of decay?—Yes.

83. Well, have you any means of finding out how many cabs are taken off in that way?—Oh, yes; certainly.

84. That is the question I have been asking you.—I thought you meant when they came round the year after they are licensed.

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85. No; I mean those which do not stand the test of the constant inspection that you told us you had.—Oh, I beg your pardon. We can. In 1893, in consequence of night inspection by public carriage inspectors there were 316 returned unfit.

86. That means cabs which had been plying and were not allowed to ply any more?—Quite so.

87. (*Mr. Lough.*) What were they, were they four-wheelers or two-wheelers, do you know?—That is not distinguished.

88. You were giving us a figure some time ago, you said 139 two-wheeled; how many four-wheeled, would you furnish that if you might?—139 two-wheeled, and 106 four-wheeled.

89. What year was that?—That was 1893. By night inspection, in consequence of night inspection 316 were found unfit. Then by police on ordinary duty, 400.

90. (*Chairman.*) As well?—Yes.

91. Then you get at once to 700?—Yes; and by complaints from the public 14.

92. (*Mr. Lough.*) What is night inspections?—Once a month there is a special inspection by the hackney carriage inspectors, a general inspection.

93. (*Chairman.*) What I am trying to get at is this, the total number of cabs licensed and running? I mean of both sorts, altogether. I am not distinguishing between the two. I mean, quite roughly, in round numbers, what is the number now licensed and plying for hire?—About 11,000.

94. And in one year you knocked off by this process of inspection and complaints by the public, do you say 700, 800, or 1,000? What does it amount to altogether? 730 really.

95. What I was trying to get at roughly was this: Supposing you kept up your present system of inspection and knocking of the decayed cabs with the same rigour that is practised now, neither more nor less, and also refuse to issue any more licenses for a year, I want to see how much the number of cabs plying would be reduced?—It would only go down by less than a thousand a year.

96. (*Mr. Whitmore.*) Probably it would not be so many the second year?—There would not be the same number, there might be the same proportion.

97. (*Chairman.*) It would take two or three years before what we may call an appreciable reduction was made in the number of cabs?—I think so.

98. I mean appreciable over the whole area of London?—Yes.

99. (*Mr. Cunynghame.*) I want to know whether in considering say the fitness of a cab you consider at all the fitness of the horse of the cab, the horses which are owned by the proprietor or gererally the horses in the yard?—Not in connexion with that particular cab.

100. There are in the stables, roughly, I suppose, about two-and-a-half horses to each cab, are there not?—Yes.

101. But a horse, after all, is part, in a sense, of a cab, and an important part?—Yes. There is power to inspect the horses afterwards, but not at the time the carriage is inspected.

102. There is none?—No. It may be brought by a horse that is not going to use it.

103. A man might get a licence for a cab, he might get his cab passed although the horses that were going te be used for that cab were quite disgraceful or unfit?—Yes.

104. (*Mr. Whitmore.*) Although conceivably there might be no horse at all?—Yes.

105. (*Mr. Cunynghame.*) Do you examine the harness at the time you do the cab?—Yes.

106. That goes with the cab?—That goes with the cab.

107. The horses do not?—No.

108. I need hardly ask you this, but I suppose the principle of limitation is not altogether unknown to English law, such as railways and so on?—No; but perhaps the Committee would like to know, sir, that we have got a return from most of the towns in England in regard to the limiting of cabs.

109. (*Chairman.*) Yes, I should?—Ten boroughs limit the number of licenses to be issued,

110. (*Mr. Lough.*) One moment. What ten, may we ask?—I have marked some of them.

111. Give us a few.

112. (*Mr. Whitmore.*) Are they the larger boroughs?—Oh, smaller boroughs. The largest, I think, is Scarborough. Then Truro, Southampton, Blackpool, Preston, Hereford, Wolverhampton, Guildford, Hove, Scarborough, and Leeds.

113. (*Mr. Cunynghame.*) I want to know this question. It has been said that the cabs have a licence fee of 2*l.*, and in addition to that would they not pay the ordinary wheel tax of 15*s.*? I understand that is so?—Yes.

114. (*Mr. John Burns.*) How many inspectors are there for the whole of London?—Six hackney carriage inspectors.

115. Are they night and day and surprise inspectors, too? Are they the only inspectors you have, six for the whole of London?—Yes, for the purpose of passing officially.

116. Night, day, and surprise inspectors?—Yes.

117. What are these inspectors?—Do you mean what ranks?

118. Are they ordinary constables?—They are ordinary police inspectors.

119. What are their trades before joining the police?—I do not know, but they may be any trade. They are not selected for their trade.

120. But what practical knowledge have they other than that of a policeman of the construction of the cab, and what knowledge have they of harness? What practical knowledge have they of cab construction and harness?—I do not know that they have any knowledge before they come into the police.

121. Do you know whether any of them have been coachmakers or wheelwrights?—I do not know. I cannot say.

122. Well, what knowledge have they of horses?—I do not think they have any special knowledge.

123. But what is the examination to which they are subjected before they are made inspectors of cabs? Is not a knowledge of horses and harness and vehicles, particularly the construction of vehicles and the upholstering of vehicles—is not that one of the qualifications?—They have regulations by which they must go, as I said before, when they are inspecting and passing a carriage.

124. But a nominal supervision by a non-practical man would enable a cab to pass where a practical workman would see through what the cabmen call the treacling up or the varnishing of a cab that was structurally unsound, that an ordinary policeman would pass because he would not be up to the tricks of the trade; a coachmaker would not pass such a cab?—Yes; but I think I may say that the inspectors are up to that treacling.

125. But what I want to know—in what sense are they up to it? What has been their trade and calling before?—I do not know that they had any practical experience, as I say, before they were police, but practice puts them up to these dodges.

126. (*Chairman.*) What I take to be the case is this: the inspectors have no more and no less technical knowledge than any of the ordinary men in the force. I mean they have the average knowledge, but they have no special or technical knowledge?—No; they have no special or technical knowledge.

127. (*Mr. Whitmore.*) Who actually selects the inspectors of the traffic?—The Commissioner.

128. You, yourself?—Yes.

129. Then, if I may ask, in your selection, do you not consider whether a policeman has some special aptitude or knowledge upon that subject?—It is so much in his favour if he has.

130. (*Mr. John Burns.*) Now, with regard to horses, what are they? Have they had knowledge of horses, either as soldiers in cavalry regiments, or what attempt has there been made to adapt to the examination of horses any professional experience that you might have incidentally amongst the policemen through their contact with horses either as patrols or as soldiers in a cavalry regiment?—With regard to the inspection of horses?

131. Yes?—I do not know.

132. What veterinary knowledge do they possess? Could they tell whether a horse was suffering from farcy or glanders or any other disease?—Well, the police orders enumerate the symptoms of farcy and glanders. I do not know that they have any special knowledge.

133. (*Mr. Bayley.*) They could not tell whether a horse was sound or not?—Oh, they could see whether it was lame or that sort of thing.

134. (*Mr. John Burns.*) With regard to night inspections, you say night inspections are taken every month. Under what conditions are these night inspections made? Do the men go to the cab rank?—They visit the cab rank and walk about the streets and——

135. Under what conditions are the night inspections made by the night inspectors who operate once a month?—They walk about and inspect the different cabs.

136. Is much attention paid by these inspectors to the East End and the North-east of London, do you know?—I think so, equally with the others. The inspector for that district has that district to inspect; he has to give a report of the numbers of the cabs he has inspected.

137. Does he ever go to the East where notoriously night cabs are put up, and inspect those night cabs in the day, which seems to me a much more satisfactory method of inspection?—He is supposed to give attention to the cab yards.

138. How is it there are so many bad cabs in the East End of London in the small hours of the morning—there I have special knowledge, between two and six in the morning—how is it that in the East End of London, particularly in the neighbourhood of the docks and the London Hospital, and round Aldgate way and Petticoat Lane, and round Liverpool Street between two and six in the morning one sees such awful vehicles as one frequently does?—Well, I cannot answer that question, I am afraid.

139. (*Mr. Whitmore.*) Perhaps we ought to ask whether it is the fact that it is so?

140. (*Mr. John Burns.*) Is it the fact that in the East End of London, and in the neighbourhood of Aldgate and round the docks, between two and six in the morning, there is a number of ramshackle vehicles?—I cannot say it is a fact.

141. (*Mr. Whitmore.*) You do not know it?—I do not know it.

142. (*Mr. John Burns.*) What steps are taken to see that condemned cabs are put into a proper state of repair or broken up?—That they are not fit?

143. Yes?—Not to use till they are fit and seen again by the inspector that they are fit.

144. But what steps are taken to condemn, and to cause to be broken up, those which are gone by the repairing stage?—I do not know that any steps are taken until notice is served not to use. There is no power to cause it to be broken up. A cab may remain in that state as long as it is not used on the streets.

145. But do you regard that as a satisfactory condition of things? Ought you not to have the power to cause to be either completely dismantled or broken up a cab that, in the opinon of a competent inspector, is utterly unfit for public use?—But a cab may be put in a state fit for public use. A cab is very bad indeed that cannot be repaired, I should think.

146. I myself, since I have been a member of the House of Commons, have seen the rear wheels of three four-wheelers leave the fore part of the carriage. That does not indicate a complete or satisfactory state of inspection?—I think the present system is satisfactory. The plates are taken off, and the cab cannot be used again without plate.

147. But what steps are taken to prevent this condition of things happening; suppose a man has six cabs, four first class cabs, and two of them very bad ones; what steps are taken to prevent him from, after he has had his four good cabs passed, transferring the plates from two good cabs, which may be let to doctors, and consequently do not want the plates on, and putting two good plates on two bad cabs that have not been up for inspection at all?—He is liable to have his licence revoked if he does that, if he is found out.*

* *See* question 336.

148. Have your inspectors ever heard of such things being done? Have they ever reported on such cases?—Oh, yes.

149. Could you hand in to the Committee, at your leisure, cases where good plates taken out of good cabs have been put upon cabs that not only would have been condemned, but which have not come up for inspection at all?—We can say the number of revocations for that having been done.

150. Well, I should like you to put that in. Now, with regard to the disinfection of cabs, what practical steps are taken by the inspectors of cabs to see that the section relating to this disinfection of cabs after people who have been ill have been carried in them is rigorously enforced?—If we know that a cab has carried an infectious person a notice is served not to use until it has been disinfected, and if a cab has taken an infected person to a hospital we have arranged with the hospital to send us word, to send us the number of the cab, and we immediately telegraph to the inspector who goes and sees that the cab is disinfected or that it is not used until it is disinfected.

151. But that is an optional and a voluntary notification; have you not an automatic and a compulsory system of registering cabs that have carried people to and from asylums and hospitals?—No.

152. Do you not think it advisable to secure such power?—If we know that a cab has carried an infected person we see that it is disinfected, or rather that it is not used until it has been disinfected.

153. Yes, but a cabman is not going to voluntarily sacrifice half-a-day's pay to drive up to Scotland Yard and tell you, or drive up to the inspector's residence and say that his cab drove a diphtheria case or a small pox case to a particular hospital?—The hospital reports to us.

154. All hospital porters do not take the trouble?—Well, we do what we can. The hospitals send us word of every case of that sort, and we take immediate action.

155. Do you not think it would be better to prevent cab proprietors carrying infectious patients at all? Would it not be better that the local authorities should provide special vehicles, not used for public purposes, for all infectious patients?—Anything that tends, I suppose, to prevent infection is good, but there is a penalty attached to anyone knowingly doing it.

156. Yes, but the detection of this offence rests entirely upon either the hospital porter, the cabman himself, or a friend of the patient, if he were public-spirited enough to take the trouble.

157. (*Chairman.*) Arising out of that point, do you as a matter of fact receive many communications from the hospital porters to say that such and such a cab brought an infectious patient to the hospital?—It generally comes from the secretary.

158. The hospital authority then; it is a matter of frequent occurrence, is it?—I am informed there are about a dozen in the last three months.

159. We can hardly think that represents the number of infectious people carried about London in cabs in three months.

160. (*Mr. Cunynghame.*) There is a provision in the Public Health Act, 1875, that the owner is bound to do something.

161. (*Mr. John Burns.*) Well, the owner will not trouble to inform, and the cabman does not tell, because it involves a loss of money to him. How often does the Commissioner under the Act appoint persons to visit the premises of cab proprietors and inspect the premises, the horses, harness, and general condition, as the section of the 1871 Order says; how often is that exercised?—I cannot say how often this is done, but it is done when occasion requires.

162. Will you put in a list of the visits made by the inspectors under this power that the Commissioner has to appoint persons to visit yards?—The inspectors in the ordinary course of their duty in serving notices do visit yards frequently.

163. Do you think that six inspectors for the whole of London are sufficient for daily, nightly, and surprise visits to over 3,000 cab yards in London?—That is the number we have.

164. But with that limited number, do you think it possible for six men to give adequate inspection and

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supervision, both to horses and cabs in the street at night time, and to the premises, plant, harness, and general condition of the cab yard in the day?—They are not alone in that; as I said before, they have the whole of the police force, who are instructed to supervise the cabs, so to speak, in the streets

165. Yes, but the average policeman on duty at the end of a mews simply walks up and down, thinking that the inspector of cabs would go into the stables, and generally knows about it. With regard to the horses and cabs, he does not do it, except in the most perfunctory way; as a matter of fact, it is not his direct business?—You mean to visit these stables?

166. Yes?—No, I do not suppose he would do that.

167. (*Mr. Whitmore.*) Have these inspectors any other duties to perform beyond that of this particular duty?—No.

168–70. (*Mr. Lough.*) What is their salary?—It is the usual salary of an inspector, plus a shilling a day.

171. (*Mr. Bayley.*) How much per week is the usual salary?—It depends upon his rank.

172. Well, these six inspectors, how much do they get per week?

173. (*Mr. John Burns.*) About 3*l.*?—Yes; I cannot say quite off hand; it depends on his class.

174. (*Mr. Lough.*) Then there is 3*l.*, and then there is 6*s.* added, that comes to 3*l.* 6*s.* a week for inspecting carriages?—Yes.

175. The inspection, we see, according to the book, takes place at certain stations?—Yes.

176. Well, how long notice do these inspectors give of their intention to visit a station?—They go at stated times.

177. Then it is well known?—Oh, yes, it is known, and it is on the back of the licence; the proprietor can see that.

178. And the proprietor brings the carriage there to get the license?—Yes.

179. Well, you told us that 730 were rejected in a year of all sorts?—Yes; not rejected exactly.

180. Were declared unfit?—Yes, were reported unfit.

181. In pursuance of a question Mr. Burns put, I want to ask this simple question, do you mean that these 730 were absolutely disposed of and pushed off the street, or do you mean that they were only rejected at the moment, and that they might have come up at the next time?—They were returned unfit.

182. Then?—They may have come on the streets again when they were fit.

183. I see; so that practically you can hardly get a cab off the street if it is faked up a bit and brought up again?—Well, if it is passed by the inspector. We hope that the inspectors would not pass a faked-up cab.

184. Do you ever hear any suggestion of unfair influence being used by proprietors to get a cab passed?—No, we have heard none.

185. You never heard of any suggestion of anything of the sort?—The only one that I can remember was an anonymous letter, and that we went into as well as we could. It was not at all proved against the inspector; in fact the conclusion come to was that it was written in consequence of the inspector having been too rigid in his examination, and so aroused an animus against him; that is the only one that I can remember. We have had nothing at all.

186–7. (*Mr. John Burns.*) At this point may I interpolate this, because—I say it with all seriousness—if the allegation that is made both by masters and men is true, it is a great reflection upon the inspector. Has it ever reached your ear that when a cab is inspected something under the cushion is very frequently put?—No.

188. Except that one anonymous letter?—Except that one anonymous letter.

189. It has never reached your ears?—No. I can assure the Committee that (if people will come forward and give any evidence upon which we can go) there will be at once a full and impartial inquiry, and if it is proved against the inspector very serious consequences would result to him.

190. Are you aware that that belief is generally very very prevalent amongst not only masters generally, but the best of masters and the best of men?—No, I am not aware of it.

191. (*Mr. Lough.*) You never heard it before, except the one case you gave?—That is the only one I ever came across.

192. You could not conceive the police inspector who found anything under the cushion, or the proprietor who put it there, would come and state it to you?—No; but if it is so very common I suppose there would be some case where there would be tangible evidence, and if that evidence were brought before us I say immediate inquiry would be made, and we can do nothing more.

193. Do you put a mark upon the wooden part of the cab when you have inspected it, any mark besides the plate?—Yes, an approval mark.

194. Where is that put?—It is put on a hansom just alongside the driver's seat.

195. How is it put on; is it impressed, or what?—It is by a stencil plate; the man puts a stencil plate on the cab, and comes with a brush like that (*illustrating*), and there is the approval mark.

196. It is a thing that could not easily be removed?—No, it would have to be painted out.

197. Have you ever found an attempt to have a forged mark like that?—No.

198. There is no record of such an attempt?—No.

199. (*Mr. Whitmore.*) How long does the original licence last for?—A year.

200. And at the end of that term every cab has to be re-inspected, has to be brought for re-inspection?—Yes.

201. Independently of any other inspection by the method you have described?—Yes.

202. So it is certain that every cab is inspected at least once every year.

203. (*Mr. Bayley.*) There are in the police service surveyors who have practical and technical knowledge of carriage building, I believe?—You mean as policemen?

204. No, in the police service, employed under the Receiver?—As practical carriage builders?

205. They are employed in making designs for the prison vans, and in inspecting the prison vans during construction and passing them when they are finished?—I do not know of it.

206. (*Mr. John Burns.*) May I ask one other question, sir, what attempts are made by the inspector to enforce the regulation No. 5 in the Hackney Carriage law, section 14, that proper check strings and other means of signalling shall be furnished to each cab; one sees it in the Hackney Carriage Act, but it never pans out in practice in the street?—I assume that if there were not a check string they would not pass the cab.

207. Well, but is ever a cab stopped in the street to see that the cab has the check string? I am speaking now of four-wheelers, a very difficult vehicle to stop with the driver's back towards you.—I cannot say, but it is part of their duty if there is no check string to report it.

208. (*Mr. Hopwood.*) I want to ask you one or two questions about the administration in Scotland Yard, who issues the licences, are they issued by you?—By us, yes.

209. By the Commissioner?—Yes.

210. Does the Commissioner issue a licence upon some written material?—Yes, on certificates.

211. Would you mind putting in the forms which are filled up by the inspectors and handed to the Commissioner previous to his issuing a licence?—You are speaking of cab licences now, are you not?

212. Of cab licences?—I will put in the forms.

213–4. I see by the forms that these various requirements as regards fitness are not specifically set out upon the form which is submitted to you? The point I want to make is this, does the inspector when he submits the form to you upon which the licence is issued make a specific report upon the condition of the cab or simply a general report?—A general report that the cab is fit for public use.

215. But does not say specifically that he has found that the various requirements of the general order have

been complied with?—No, he forwards the certificate that he has examined the carriage submitted and found the same fit.

216. It is merely in general terms?—Yes, and this is the form prescribed by the Secretary of State, the certificates.

217. Yes, it is for information, not for criticism?—Yes.

218. Then with regard to the inspectors, are they all of the same rank?—They are all inspectors.

219. And they each have equal access to you as Commissioner?—Oh, clearly.

220. There is no intermediate officer?—Well, yes, they are under the supervision of the superintendent of the division and also the superintendent of the department.

221. That is what I wanted to get at. Then, as I understand it, the inspectors are told off to deal with different districts within the police area?—Yes.

222. They have special districts assigned to them and they have not a roving commission over the whole of the area?—No, they have special districts assigned to them.

223. Then when a cab is submitted to an inspector for a licence he first of all has to report to the district superintendent of police?—No, no; after he has examined the cab and found it fit or unfit, as the case may be, he signs the certificate and sends it to Scotland Yard.

224. It comes direct to you?—It comes direct to Scotland Yard.

225. It does not come through the local police inspector?—No.

226. Have you given any consideration to this point as to whether the number of licences can be reduced without legislation?—Of cab licences?

227. Yes?—They cannot be reduced without fresh legislation.

228. Because if a cab is found by one of your inspectors to be fit within the meaning of the regulations made under the Secretary of State's Order the cab is entitled to be licensed?—That is so; the Commissioner must issue a licence.

229. So that legislation is necessary in your view if it should be decided that a general reduction of licences should be made?—Yes, that is so.

230. (*Mr. Lough.*) Have you had a legal opinion upon that point at Scotland Yard?—Oh, yes, the Act of Parliament says ——

231. I am not asking that; has there ever been a case stated?—I cannot say whether we have had any direct legal opinion.

232. (*Chairman.*) I understand your question to mean this: Has the question ever been legally decided whether Scotland Yard has a right to refuse a licence to a proper cab.

233. (*Mr. Lough.*) That is my question.

234. (*Chairman.*) Mr. Bruce, that has never been decided so far as you know?—No, not so far as I know.

235. In the law courts?—No.

236. (*Mr. Hopwood.*) In answer to a question put by the Chairman you made some reference yourself to classes of cabs; I understood you to say that a particular form of cab which was referred to would be a second-class cab?—Yes.

237. Have you already in your system of administra- got classes of cabs?—No, so long as they come up to a certain standard they are all passed.

238. They are all passed as fit for licence?—As fit for licence.

239. And of course the same observation applies to the horses?—Yes.

240. The inspection with regard to horses?—Yes.

241. Have you anything to say as to whether the same number of cabs go out at night as in the daytime?—We have nothing to show but observation.

242. Would your inspectors be able to give us an opinion upon that?—As to whether there are more cabs in the street at night?

243. In the daytime than at night?—I do not know; they could only say there were more within a certain area, the area of theatres and that sort of thing.

244. There is no distinction for licensing purposes, as I understand it, between what is commonly known as day cabs and night cabs?—Oh, none at all.

245. They are supposed to be equally good?—Equally good.

246. (*Mr. John Burns.*) Have your inspectors reported to you that there are beyond night and day cabs cabs that are known in the trade as short riders, particularly plying on the Embankment for hire after ten o'clock at night?—No.

247. Then you are not aware that there are amongst four wheelers peripatetic brothels known as "short-riders"?—No.

248. Are the licences granted to carriages on an equal average during all the weeks of the year; it is constantly going on?—It is constantly going on.

249. There is no particular season, say at the beginning of the year or at the end of the year, when cabs are inspected, but it is constantly going on?—It is constantly going on.

250. Every day, and the average is about the same all through the year?—Yes.

251. (*Mr. Cunynghame.*) You have given us, I think, Mr. Bruce, the number of cabs that are at present licensed; have you made any estimate of how many of these cabs—what percentage—are in practical use on the average through the year and what may be estimated as laid up for repairs or disused?—About 20 per cent. roughly, as far as we can make out.

252. I suppose it would be difficult to give us any reasons, would it, for your 20 per cent.; your superintendent could give us the detail perhaps?—Yes, I think so.

253. (*Chairman.*) Now I come to the question of drivers, even without much expert knowledge, I think everybody who has ever travelled by cabs in London must have a very definite opinion of his own, and that is that a great number of drivers come to their business knowing extremely little about it antecedently. Do you find that men come perfectly unversed both in driving and even in such a simple thing as harnessing a horse?—No, because we require a certificate that they can drive.

254. You require a certificate that they can drive, from whom?—(*The form with regard to the issuing of licences put in.*) From someone that can certify that he can drive, and when that certificate has been received the police make inquiry as to the value of the certificate.

255. I was going to say that; what test is there that the person who gives the certificate himself knows what he is talking about; may it not be the case that he is actuated by a friendly wish to put the man on a job?—Well, we make every effort to find out that he is a responsible and respectable person.

256. And is there anything like a standard or definition of what being able to drive means? Surely under some wide construction of the words anybody who had even one hand can be said to be able to drive although he had never driven before; like the man who did not know whether he could play the flute as he had never tried. Might not people be able to say that they would be able to drive simply because they could sit upright on a box and hold the reins in their hand; is not that latitude of construction possible?—It is possible, but I think in a very great majority of instances the words mean that the man has driven before.

257. You think it goes to mean as much as that?—Yes.

258. That he has been in the habit of driving?—That he has been in the habit of driving; he has been a carman, perhaps, or a stableman, or a horse keeper.

259. Of course a good many men do drive carts, but some men go from indoor service, footmen, for instance, who have never been accustomed to drive anything but a tea tray, and they have been put on the box.

260. (*Mr. Whitmore.*) I do not see where it is in these regulations. "We, the undersigned, hereby certify that "the bearer has been known to us personally; we have

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"observed his conduct during the periods stated opposite "our respective names. He is sober, honest, and of good "character, cleanly in his person, and civil in manner "and behaviour. We believe him to be a skilful "driver and careful and humane in the management "and treatment of horses, and we recommend him to "the Commissioner of Police as a fit person to hold a "license as driver of hackney carriages."

261. (*Chairman*) On these words "we believe him to "be a skilful driver," now do you think as a matter of experience that these words are construed by the people who use them with any kind of regard to what would be called ordinary skill in driving. Is it anything more than a dead letter or common form?—We have no reason to believe it is; we have no reason to believe otherwise than that they do believe what they certify.

262. That they believe it, yes, but do they mean—of course you will say these are almost impossible questions to answer—but is the impression on your mind that these people who testify that a man is a skilful driver mean anything like what you and I should mean if we were engaging a private coachman?—I think it means that he has sufficient skill to drive a cab through the streets of London.

263. Do you not think that almost anybody would be said to be able to do that?—I cannot say; I cannot answer that.

264. I know it is impossible to answer, and that is what I think is the unsatisfactoriness of the condition: everyone must speak according to his own opinions of what driving in London means, as to whether a man is fit to do it or not, and in the minds of those testifying people there may be widely different views as to what is necessary, yet their testimony is equally valuable and equally accepted by your office?—We make every inquiry as to whether the certifiers are responsible people.

264*a*. But supposing you found that people certified a footman as being able to drive a four-wheeled cab; supposing he afterwards had an accident, and complaint was made and it was represented to you that he had never driven at all in his life till he got upon a cab; would you then inquire of the people who recommended him to you what they meant by saying that he was a skilful driver?—We should make all inquiry.

265. Of the persons who recommended him to you?—Yes.

266. Yes, but supposing that they openly avowed that they had done it to oblige him without any serious regard to the words involved; there is no kind of penalty attaching to them?—"Any person making a "misrepresentation with regard to the application for "this license is liable to a penalty of five pounds."

267. You take him to the police court; a man who testifies wrongly that a man could drive?—Yes, if the case warranted it.

268. Then you have to prove in the police court to the satisfaction of the magistrate that the testifying person——?—Had misrepresented.

269. Well, at any rate his definition of safe driving, skilful driving, was not an adequate one?—I suppose, probably, the case would be that you could prove that this footman had never driven at all, and then you would prove that this representation that he was a skilful driver must be false.

270. (*Mr. Whitmore.*) The words are simply we "believe him to be a skilful driver."

271. (*Chairman.*) They are vague words; I daresay in this case this young man had been born and bred in the country and used to drive a cart in the village and had represented to the people who testified to him, "I used to drive my father's cart in the village when a boy," and they had taken him at his own valuation. That makes an extremely sandy foundation to build upon. I mean this, these two people's belief may be founded upon what a man may have said about his own previous experience; they have no means of testing his fitness, and as far as that goes they only say they believe it to be such and such; they escape from penalty if they honestly believe it to be so?—Then there is the certificate, "I certify that the applicant is qualified to "act as a driver of a hackney carriage"; the man certifies; if he misrepresents by that certificate he is liable.

272. That certificate would be held legally to mean that they had some positive knowledge by their own sense of observation that he was fit?—I think so.

273. (*Mr. Hopwood.*) I suppose they are personal friends, are they not?—Yes, that they had seen him drive; practically that would be it.

275. (*Mr. John Burns.*) Could you get out for us from the return of persons who recommend men for licenses, the occupations. I am afraid we should find that sympathetic clergyman with a perfectly good object would vouch for men. It would be interesting to know the number that the Charity Organisation Society had signed too?—It could be done, of course.

276. (*Chairman.*) My attention has been called to one of these forms here, P.C. O. 29: "We, the un-"dersigned Police Sergeants hereby certify that the "signatures of the persons residing in the respec-"tive divisions to which we are attached are "genuine, and that the recommendation appears "deserving of confidence. They state that they "have had frequent opportunities of observing ap-"plicant's conduct and his capabilities as driver." Then these police sergeants are responsible to you for stating that the witnesses declare that they have had opportunities of observing his capabilities?—Yes, that was the inquiry that I referred to just now.

277. I mean, all that the police sergeants are responsible to you for is proving that these men say that?—Yes.

278. The sergeants are not bound to prove that the men have had an opportunity?—No.

279. Only that they have said that they have had an opportunity?—Yes.

280–1. (*Mr. Whitmore.*) This goes rather further than "the belief" in the other form.

282. (*Chairman.*) Yes, it does, but it takes the onus off the police. All that they are bound to do is to testify that these other men have certified their own belief?—Quite so; they do not go so far as to say they saw the man drive in the presence of these other men.

283. I mean, you are driven in your ultimate resort to the credibility of those testifying witnesses, and to their notion of what constitutes a competent driver?—Yes.

284. And do you think that that is an adequate test for the safety of the public?—I think it is on the whole.

285. Then when you have got these people recommended by their two testifying friends, and corroborated to this extent by the sergeants, do you practically examine them?—Oh, yes, they are examined before they get this certificate. They are examined as to their knowledge of London.

286. I mean, do you examine into their capacity for driving?—No.

287. I mean that they are not trained in any sense as a cavalry soldier is trained in a riding school; they are not put on the box to see how they can drive?—No.

288. Their driving capacity is testified to by these friends?—Yes, and the certificate.

289. You do not make any fuller examination into it?—No.

290. You do not put yourselves in their cab and let yourselves be driven up and down the Strand?—No.

291. (*Mr. Whitmore.*) Do you think that would be possible, to have an actual practical examination?—No.

292. (*Mr. Bayley.*) Is it not done in Paris?—I do not know, I cannot say.

293. (*Chairman.*) Then the only examination to which they are subjected is an examination as to their knowledge of London?—That is all.

294. Do you examine them as to their knowledge of the situation of railway stations, hospitals, and clubs?—They are asked how they would drive, for example, from Scotland Yard to Paddington, from Paddington to the Bank, or from the Bank to Chelsea.

295. And suppose they suggest a devious course in their answers, do you ever reject them?—Well, if all their answers were unsatisfactory probably they would be rejected.

296. As matter of fact are they ever rejected for insufficient knowledge of London?—Oh yes, often; I have a return——

297. Without going into the number of cases, you do not think of taking their knowledge of London on the mere statement of two friends; you would not be satisfied with two respectable inhabitants saying, "We "believe this man to know London very well," you subject him to a test?—Yes.

298. But in the power of driving, which means the safety of our lives and limbs, you are satisfied with the testimony of his friends?—That is our test.

299. But you think that this system of testimony as to his power of driving and examination as to his knowledge of London is satisfactory, and that the men are safe men?—I think it has worked satisfactorily on the whole. It is a matter of comment, but, of course, only a matter of comment that probably a man who cannot drive very well will take more care than a man who can.

300. Do you not think it would be more satisfactory, that it would give the travelling public a greater sense of security, if you examined them both as to their knowledge of driving and also as to their knowledge of harnessing and unharnessing a horse with a view to accidents?—We only judge to a certain extent by complaints. We have very few complaints about it, I am told not more than one a year.

301. As to their unfitness for driving?—Yes.

302. (*Mr. Lough.*) Did a case that I put in the House to the Home Secretary a few days ago, about a proprietor in Westminster, come before your notice; about which I got a letter from the Home Office?—What was that?

303. Well, it was a proprietor in Westminster who had brought down two horse keepers and was using his own influence at Scotland Yard; and it was stated in the letter that he actually did try to get these people licensed; do you remember the case?—I remember that, yes.

304. Does that sort of incident occur often?—No, I should think not.

305. And as a matter of fact, would the authorities be prejudiced or influenced favourably by, say a cab proprietor or anybody who is interested?—Not at all, they are absolutely impartial.

306. They would be quite impartial?—Absolutely.

307. You have got horses at Scotland Yard, have you not, for some purposes; you have got a stable of your own?—Not at Scotland Yard, at King Street.

308. How many horses are there?—I cannot remember at this moment.

309. But there are some?—Yes.

310. Practically there would not be much difficulty supposing you had a man told off for the purpose, or enough men, in making an applicant go and harness a horse in the gig and give the inspector a drive along the embankment?—It would take a long time if there were 20 or 30 applicants.

311. But still there might be such an organisation; it would not be an impracticability, would it?—I do not know; I am not prepared to say at this moment.

312. (*Mr. John Burns.*) The tests you mentioned may not be generally indicative of other tests that are put to them, but it is a very simple test to ask a man to drive us from the Bank to Chelsea; that is straight down the river, do you give them rather complex cross roads?—Oh, yes, I only took those as the first that occurred to my mind. I may put in this return showing the number of applications from the 1st January 1894, to the 31st May inclusive, showing the number of applicants for hackney drivers' licenses examined once and passed, 333, twice, that is rejected once, 76.

313. (*Mr. Lough.*) What is the meaning of the difference?—They did not pass the first time, knowledge not sufficient; three times 17, four times, that is put back three times until they had passed, 9; five times, 1; and six times, 2. Then 130 were examined once and not passed, 29 were examined twice and not passed, 8 examined three times and not passed, 2 examined four times and not passed, 1 examined five times and not passed, 1 examined six times and not passed.

314. (*Mr. John Burns.*) What steps have been taken by you to ascertain the antecedent occupation of men who apply and are submitted to the tests?—We have the occupation.

315. Is it registered?—Yes.

316. (*Mr. Lough.*) From what occupation do the bulk of the applications for licences come?—From horse keepers and carmen and people who have had to do with horses.

317–8. The figures you have just given us principally represent the new men, the new licences; for you do not examine an old man whom you have passed?—We do not examine him in that.

319. And it is about 420 or 430 during the five months that have been examined altogether?—It is not added up here.

320. It is evidently about 450 that you examine, and if they pass you will grant the licence to any number regardless as to whether they may be required or not?—Yes.

321–2. There is no relation between the requirements of the service and your examination?—No.

323. There is nothing in this notice about knowledge of driving. Number one is the notice you give the applicant; is it the first form?—Yes.

324. In that notice is there anything said about capacity to drive?—That is the first thing he is examined for when he says he wants to be a driver.

325. I am leaving that point out of view; that is the paper he gets; is there anything in that paper as to capacity to drive—in that notice? These are the official regulations, as to the granting of licences are they not?—Yes.

326–7. Can you point me to anything in them about capacity to drive?—There is nothing about driving.

328. (*Chairman.*) Does it not strike you as rather a curious omission?—Certainly it is an omission.

329. (*Mr. Lough.*) Is there any test as to the age? I see here the second rule is, "A licence will not be "granted if he be less than 21 years of age." Is there any test; has he to bring his birth certificate?—In doubtful cases.

330. What do you mean by a doubtful case?—If a man looked 15, and said he was 23, or something of that sort.

331. In doubtful cases you ask for the certificate?—Yes.

332. Are you aware that there are numerous complaints about boys getting licenses?—I am not aware of it.

333–5. Have you never heard that?—I have heard it mentioned to-day.

336. (*Chairman.*) There is one question about examination that I have not asked. Do you have any examination in reading and writing?—No; when the applicant fills up the form he has to read the questions aloud, which is partly to show that he can read, and partly that he understands them.

337. Supposing he could not read the names of the streets, would he be rejected on that account?—Oh, yes.

338. Do you have any examination as to health?—If he were not satisfactory in that respect he certainly would be rejected.

339. It is not as matter of course that he is subjected to an examination by the stethoscope, or anything of that sort?—No.

340. (*Mr. Hopwood.*) Would you license a man with a wooden leg?—Yes.

341. (*Chairman.*) I believe you put in a return showing a rise in the number of drivers' licences corresponding with the rise we saw in the number of cabs; there is also a rise in the number of cab drivers, from 1884 to 1888, and a fall from 1888 to 1893?—That is in, sir.

342. Also you have put in a return of the per-centage of licenses not used?—Yes.

343. Which I understand to be 20 per cent.?—That is only an approximation; that is only a sort of surmise, we have no definite knowledge of that.

344. (*Mr. John Burns.*) What steps do you take to revoke or cancel licences that are periodically applied for, and are not always in use?—Do you mean drivers?

345. Yes?—We cannot revoke a driver's licence.

346. But supposing, for instance, this case happens: supposing an engineer or a carpenter is able to get someone to certify as to his fitness to take out a licence, and he passes your examination, not with the intention

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of using the licence for the year that he applies for it, but on the off-chance that should trade be bad in 1895, he would fall back upon cab-driving. Do you allow that man to renew the license in 1895 although he has not used it in 1894?—Yes, we should not reject him.

347. (*Chairman.*) I want to ask you this question about the age of the young drivers. Is it, to your knowledge, a ground of common complaint that the market was overstocked with boys and youths—juvenile drivers?—No.

348. Well, what is the age fixed by law—the minimum age?—16.

349. And you say if a boy, or an applicant, is so juvenile in appearance as to suggest that he does not come up to that age, you apply for his certificate of birth?—Yes.

350. And do you, as a matter of fact, reject any considerable number on the ground that they are apparently applying when they are too young?—No, I do not know that there is any large number rejected for that reason.

351–2. But does it occur sometimes that you find that boys come forward and you send them back because they are not old enough?—Yes.

353. But within the legal age, are they, as matter of fact that is, licensed at the legal minimum age?—No, never at 16, we do not go below 17 as matter of fact.

354. (*Mr. Hopwood.*) And even then only on the special recommendation of the proprietors?—Oh, yes, in the regulations for grant of licenses to drivers and conductors it states that a license will not be granted to any applicant if he be less than 21 years of age, except upon the special application of proprietors.

355. (*Mr. John Burns.*) What steps do you take, Mr. Bruce, to prevent the abuse of that by proprietors; what steps do you take to prevent the abuse of the juvenile cab-driver provision?—Not any other than the special recommendation of the person who has promised to give him employment.

356–7. Let me put it in this way: is it not possible for a cab proprietor with young sons to get an exceptional licence for three or four individuals who may be under 17 years of age? What steps do you take to prevent that abuse?—You cannot get it under 17, you mean under 21?

358. Yes. Is not that practice resorted to by proprietors to work in their juvenile relatives?—We only licensed 131 juveniles last year.

359. (*Mr. Whitmore.*) Under 21 do you mean by that?—Under 21.

360. (*Mr. John Burns.*) Is it not a common saying among cab drivers that cab masters have very large families of sons, but very few daughters?—I do not know.

361. (*Chairman.*) Have you any reason to think that the grasping sort of masters or proprietors use a great number of these very young drivers on the ground that being unmarried and having no children to provide for they are more easily sweated, if I may say so?—We have no reason to think that.

362. (*Mr. John Burns.*) Have you seen the evidence of the cab drivers before the Labour Commission, complaining of the extent to which juvenile cab drivers are allowed to drive about the streets?—I may have seen it; I do not remember it.

363. (*Mr. Cunynghame.*) That of Mr. Dyke, Mr. Beasley, and others, but I understand there are only 131 as a fact, out of 15,000?—Yes.

364. (*Chairman.*) Have you considered the propriety of raising the minimum age?—The legal minimum is 16, we do not license under 17, and then we should suggest if we were asked for that suggestion that possibly the minimum age might be raised to 18.

365. Eighteen; you would not put it higher?—No, I think the Legislature having put it at 16, we might safely license at 18; there are plenty of lads, I think, at 18 who are well grown and quite capable of driving.

366. (*Mr. John Burns.*) Yes, but that type of lad as a rule does not go for a cab driver, the very big lad who is 18 and looks 24, generally goes to increase the army, or some other occupation. If you put a lad that would go for a cab driver at 18 alongside a recruit for the A. Division of Police, he would look only 16 or 14; age is no test of physical fitness for certain work?—I should suggest that if there were an alteration that 18 should be the minimum.

367–8. Have you any evidence of the transfer by proprietors who themselves have taken up cab drivers' licenses to their sons, who are considerably below the age?—No.

369. Do you know as to the belief that it is generally done?—No.

370. (*Mr. Cunynghame.*) In view of the very small number that you grant at present, namely, 60, and provided that those who now have it were to continue out their licenses, does it strike you that it would be no great hardship if no more were granted under 21?—No I do not know that it would be a hardship.

371–3. (*Mr. Lough.*) Would it not be a hardship in some suburban cases, where the father may own a cab or two, and where he may have a son of 18 or 19 growing up. Do you not think it would be a hardship to refuse the son a licence?—It might in certain cases.

374. (*Mr. John Burns.*) They are dealt with under the exceptional licenses given on the application of the proprietor; I do not object to that at all, but ought we not to be safeguarded, Mr. Bruce, so as to prevent proprietors passing as sons people who are really not their sons; that is what the cabmen complain of?

374*a*. (*Chairman.*) That is a new point to you, Mr. Bruce, it has not been brought under your notice?—No.

375. I come now to the question of renewal of licenses on which questions were addressed to you just now; I believe you put in a return† showing the number of cases of the renewals refused?—Yes.

376–7. What is the number of drivers' licenses now current?—The total number current in 1893 is 14,985.

378. (*Mr. John Burns.*) That is a decrease from the previous year?—The previous year there were 15,311, and the year before that, 15,219.

379. (*Chairman.*) You put in a return showing the number of cases of renewals refused. Now will you tell us what are the considerations which weigh with the Commissioner in refusing a renewal?—The Commissioner would refuse a renewal if in his opinion a man proved himself entirely unworthy of being trusted with a driver's licence.

380. (*Mr. John Burns.*) Would that refusal be based upon criminal convictions?—It would be based upon the nature of the case, *e.g.*, if he had been drunk several times.

381. (*Mr. Whitmore.*) Several times?—Several times, and if the inquiry had not been satisfactory.

382. You do not think one or two cases of drunkenness would justify a refusal?—Well, it depends; each case is taken on its merits. A driver might be drunk once and he probably would be cautioned; if he were drunk again, the next time next year, possibly the licence might be refused at the end of that year. If he went two or three years free of any report, and then got drunk again, that might be matter for consideration.

383–4. (*Mr. John Burns.*) But drunkenness is a diminishing cause for the refusal of licences. Is it not diminishing rapidly? Would you kindly hand in, Mr. Bruce, a list† of the causes of the refusals to renew?—Well, we have that here.

385. But it is a fact that refusals for drunkenness convictions are diminishing?—In 1891 there were 120, in 1892 59, and in 1893 they were 100, so you cannot say they are diminishing.

386. (*Chairman.*) Have you considered whether it would be desirable to grant provisional licences instead of absolutely refusing renewals?—I think possibly that might be a good thing.

387. (*Mr. Cunynghame.*) What I want to know is this. When a renewal of a license takes place I suppose you have before you the old sheet, the old licence with any convictions or other things marked upon the back?—Yes.

388. Is it not customary, I want to know whether it is or not, to issue the new licence for the next year without any of those convictions or any marks upon it, so that it is blank?—Oh, yes, entirely.

† Appendix I., II., D.

389. If that is so, does not that rather put a driver who has got a very bad character, say, has conducted himself very badly indeed, upon a level, perhaps, with a man who has had 20 years of very good conduct, so that when he shows his licence, say to an employer, nobody is able to tell the difference between a man who has been long in the trade, and been very respectable and done well, and has a very good character, and a man who has not?—For that year he is on a par.

390. (*Mr. John Burns.*) But equally it would perhaps operate harshly against a cab driver, Mr. Bruce, would it not, supposing he had had four convictions for drunkenness in the preceding 10 years, and then had suddenly become a teetotaller and changed his whole mode of life, if his four previous convictions were to be held up in evidence *in terrorem* against him. They have to consider that. Does not the Commissioner think that placing on a man's licence his previous convictions for drunkenness would operate harshly against a man who had changed his old conduct and method of doing his work and his life?—I think it might.

391. (*Mr. Lough.*) You have told us there were 11,000 cabs licensed, and 20 per cent. lie up every day, which leaves 9,000 in work any day. You have now told us that you issued 15,000 drivers' licences. Does it occur to you that that is an extreme proceeding to licence 6,000 people more for this industry than there are cabs employed any day?—But then the same remark applies to these drivers, that these 15,000 are not all working.

392. I will come to that next. Have you anything to say about that disproportion, which leaves 6,000 men idle every day?—It does not mean 6,000 idle every day from one point of view.

393. Well, why not?—It means that some are sick, some are dead, some do not intend to drive perhaps more than a month or two, some are doubles.

394. I will come to that next. You have told us that 20 per cent. of the cabs lie up each day?—Yes, roughly.

395. Now I ask you do you not think that as 20 per cent. of the cabs lie up each day it would be quite sufficient to license the same number of drivers as of cabs, because you would have that 20 per cent. margin to provide for these other things? Do I make myself clear?—I see what you mean.

396. If you have 11,000 cab plates out, would not 11,000 drivers be sufficient, the 20 per cent. of the cabs lying up each day corresponding with the drivers who would not be out each day?—You mean would not the margin of drivers lying idle be equal to the margin of cabs lying idle, and that if there were 11,000 cabs there need only be 11,000 drivers, for while there are 20 per cent. of the cabs lying idle there would probably be 20 per cent. or more of the drivers not out.

397. That is my question; why do you wish—I will ask you now, consequent on your answer—why do you wish to have more than 9,000 drivers available any day for 9,000 cabs?—I think a proprietor must have a selection.

398. Why do you say a proprietor should have a selection, do you not select?—The cab would lie idle.*

399. (*Chairman.*) May I ask you this question that I intended to ask, what proportion exists between the daily average of cabs in use and the daily average of drivers using their licence?—It is about 13·88 drivers to 10 cabs.

400. (*Mr. Lough.*) How do you find that figure?—That is the number licensed.

401. The number licensed, that is another thing; but I want to get at the point of all these men idle every day, sir, and why they are licensed.

402. (*Mr. Whitmore.*) Is it the case that the drivers as a rule do not work for more than five days per week?—I do not know as a fact, I do not know it officially.

403. (*Mr. Bayley.*) I can give it you as a fact that they work five and five and a half days.

404. (*Mr. John Burns.*) Five and a half days.

405. (*Mr. Lough.*) This proportion that you have just given means 40 per cent. more drivers than cabs licensed; do you think that 40 per cent. is necessary, adding to it the proportion of cabs that are idle?—I think it is desirable.

406. You think that full margin is desirable?—Yes.

407. (*Mr. Hopwood.*) Is it not a fact that you may have two drivers of one cab in 24 hours?—Yes, sometimes a cab is worked, I understand, day and night.

408. (*Mr. John Burns.*) Then this 13·88 applies to two drivers to one cab, and two odd men to relieve the others?—Yes.

409. And do you think that the difference between 13·88 and 10 is too great a margin for the interests of the trade?—As far as I am able to judge I do not think it is.

410–1. (*Chairman.*) I think you are not an advocate of limiting the number of either cabs or men?—No, personally, I am not.

412. (*Mr. John Burns.*) But independently of the cab masters and cab drivers, are you not generally in favour of some limitation from the point of view of convenience of the public in the streets, and the prevention of accidents due to an excessive number—disproportionately excessive number—of cabs?—Well, as I said, I do not know that the accidents are due to an excessive number of cabs, and I think there is nothing to show that even if you limit the cabs the congested area would not contain the same number as it does now.

413. (*Chairman.*) I understood from your previous answer, and from Mr. Burns' comment on it, earlier in the morning, that you read the figures which have been produced since the cab strike as rather tending to show that the number of cabs has not much to do with the number of accidents?—That is what I intended to convey.

414. Is it not for the public convenience, as this strike has proved, that the supply of cabs should be proportionate to the demand, when it has been demonstrated beyond the shadow of a doubt that 15,000 drivers' licences and 12,000 cabs are more than sufficient to supply the wants of London?—If you could ensure by limiting the licences that the wants would be supplied, but I do not think you could ensure that effect in that way.

415. (*Mr. Cunynghame.*) Would you let me ask a question about your answer with regard to the congested area. It was submitted by you that if the number of cabs were limited the congested area would contain the same number as it does now, because they would all rush into the most profitable areas and there would be the same congestion in some parts that there is now. If it were resolved to limit the number of cabs, could we not possibly defeat that by noticing the addresses of the proprietors who take out licenses for cabs, so as to take care that a sufficient proportion of them should keep their cabs in the suburbs; do you think that would meet it in any way? I do not know if I have made my point clear. By taking care that if there was a limitation the limitation should be so arranged that a good many of the applicants who were living in the suburbs might be preferred to others, we might minimise the danger?—That might minimise the danger.

416. But it would not of course entirely remove it?—No.

417. It is a fact, I think, is it not, that if a cab proprietor does not use his licence for a certain time the law entitles you to revoke that licence?—It does.

418. Well, but take a driver, if he does not use his licence there is no corresponding power of revoking it, is there?—None.

419. If that is the case, would there not be a danger if you limited the number of cabs and a number of men took out licences who intended to use them only just during the Epsom week?—Yes, certainly.

420. Can you suggest any safeguard against that system; could you, for instance, bring in a rule that a driver who did not use his licence should be liable to have it forfeited in the same way as a cab has?—I do not see, first of all, how you are to prove that the driver is not using his licence.

421. (*Mr. Burns.*) But, is it not easy for the cab-master to certify the use of the licence on the licence?—Yes, that is so.

422. (*Mr. Cunynghame.*) Even if that were done there is one other difficulty I would like to put before you, and ask if you can suggest any way of getting over it. Supposing it were a rule that a man who did not use his licence for a week or a fortnight should

* *See* question 537.

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forfeit it, might we not in the case of a strike have the fact of the whole of the men forfeiting their licences?—Certainly.

423. (*Mr. Burns.*) Do you not consider that the excess of licensed cab drivers on the streets of London, and an excess of licensed cabs is an incentive to three or four drivers to rush to one fare leading, as a consequence, to disorderly scenes in the streets and bad language and the ultimate detention of some of them in Marlborough Street?—I have no doubt that does occur.

424. Have you not observed it in the streets yourself?—Yes.

425.—Five or six cabs rushing for one passenger?—I have observed two or three cabs rushing for one passenger on a whistle, certainly.

426. As apart from the interest of the cab-master and the cab-driver, does not the general convenience of the public demand a diminution of that evil?—If you can effect it, I think it does.

427. Well, but would not the tendency of reasonable restriction, that is, the regulation of supply of cabs to demand, tend to diminish that?—I say, qualified by my former remark, that if you could ensure that, I think it would—if you could ensure that.

428. That is a matter of regulation rather?—Yes.

429. (*Mr. Lough.*) Can you give us any definite reason for your objection to limiting the number of licences? You have stated now that you have 15,000 licences out for a daily work of 9,000 cabs, and yet you object to diminution?—When I say I object to any diminution I say it is not advisable.

430. You object to restrictions, I think?—I think it is inadvisable.

431. You object to any reduction; are you speaking of drivers now?—Cabs would stand idle, they would not be used because there would not be drivers for them. You cannot compel the drivers who have taken out licences to work. I think the possibility is that if you limit the drivers many cabs would have to stand idle, and the public would be worse off than they are now.

432. Will you agree that if the driver will work regularly then the number might be restricted?—Yes if you can ensure that.

433. If you could ensure that the drivers would work regularly?—As far as the public are concerned.

434. That would do away with your objection against restriction?—As far as that is concerned.

435. Well, have you any other objection?—I think it would be rather difficult to work, I do not say it is insuperable, but I think there would be difficulties in the working of it.

436. Then your evidence amounts to this, that because there are butterfly drivers, or men who choose to work a few days in the trade, you think it necessary to have such a great number in excess of the requirements in order to facilitate the man who wants to get a licence for amusement a few days in the year?—No, I do not say that.

437. That is the effect of it?—Well, it is not in order to do that; we license men of good character and that sort of thing without any relation to butterflies in any way.

438. I am not speaking of that; you say you are the officer over it, and you object to the restriction?—I object to it only in so far as I see objections to it.

439. (*Mr. John Burns.*) You have a theoretical objection to the restriction of cabs?—Yes.

440. (*Mr. Lough.*) Can you state the objection beyond what you have said, that cabs might stand idle?—Well, I think that perhaps is the chief one.

441. The chief one—the only one?—The chief one.

442–3. You said a moment ago that there were cabs running constantly, so constantly that they require two men a day to drive them; do you stick to that? Do you mean that they run the same cab night and day?—So I understand.

444. And there are just as many out at three o'clock in the morning as at three o'clock in the afternoon?—I do not say that is universal, I only say that there are some cabs run night and day.

445. The whole 24 hours?—Well, practically the whole 24 hours.

446. How many would you think?—Oh, well, I am afraid I cannot give any estimate.

447. Yes, but it is important, because you are basing the double number of men really on the idea that the cabs must be running constantly, and I do not think that is accurate, at least, I doubt if it is accurate.

448. (*Chairman.*) Mr. Bruce is not able to state that definitely. It is only an impression?—It is only an impression; merely a matter of opinion.

449. (*Mr. Lough.*) Do you know any one case yourself of any cab kept running with two men for the 24 hours?—I cannot cite one off hand; there are plenty of cases.

450. You do not know any case yourself?—No, I cannot give a case.

451. (*Mr. Whitmore.*) Not within your official knowledge?—No.

452. You have no means of knowing?—I have no means of knowing; no reason to know.

453. In giving us this view you have based your opinion upon what you have heard?—Yes.

454. (*Mr. Lough.*) Your evidence about the cabs running day and night with two men is only hearsay; you do not know it officially?—I do not know it officially.

455. Do you see any objection to the cab proprietor for official reasons marking on the driver's licence the number of days the man works in the year?—He does that.

456. He does that now?—He is bound to do it.

457. Do you pay any regard to the number of days he has worked, in the renewing of the licence?—If the man has worked all the year we assume that there have been no convictions, and if there are no complaints we assume that he has been of good character. If there is a hiatus; if a man has worked from January to October, and then has not worked till December, we make further inquiry as to what he has been doing during that period.

458. Supposing you find he has been gardening, does that prevent you issuing the licence?—Not if his character has been good.

459. You pay no attention to the hiatus?—Not if his character has been good.

460. (*Chairman.*) You only inquire into the hiatus to see whether he has been in prison or not?—Certainly.

461. (*Mr. Lough.*) You take no notice, for the purposes of renewal, of how many days he has driven?—No.

462. (*Mr. Whitmore.*) There may have been a short summer that year?—Yes.

463. (*Mr. Lough.*) If you did notice that, and insist, say on a minimum of 200 or 250 days driving, then the number of licences to drivers might be reduced?—Probably it would reduce them, but I do not quite see how it would work.

464. (*Chairman.*) That would require legislation, would it not?—Yes.

465. I mean you cannot take away, refuse the renewal of a licence on the ground of a hiatus in the present year?—No.

466. (*Mr. Lough.*) Have you ever had a legal opinion at Scotland Yard that you must issue drivers' licences to anybody who applies, and who is suitable? No; not that I am aware of.

467–8. (*Mr. John Burns.*) So that every application, other things being equal, has to be met with a granting of the licence; every applicant, subject to his being qualified by the regulations, must have a licence given to him?—Strictly speaking, I do not think the Commissioner is absolutely bound,* in the case of drivers, to issue a licence.

469–70. (*Mr. Lough.*) He could limit the number?—I think he could.

471. You think there is a difference between the cab licences and the drivers' licences?—I think there is a difference.

472. (*Mr. Whitmore.*) Legally?—Legally.

* R. v. Comm. of Pol. 28 J.P. 438.

473. (*Chairman.*) That difference may be very important. We would not press the Commissioner for a professional opinion offhand, but as far as the subject presents itself to your mind now there is a difference with regard to the licensing of cabs and drivers?—In the one case it says on the intending proprietor filling up certain forms and doing certain things thereupon the Commissioner shall issue a licence; in the case of the drivers it says the Commissioner may.

474. There is that difference in the wording?—Yes; that is what I go upon.

475. Has not the "may," the permissive form, been interpreted to be obligatory?—In some cases it has, but there is such a marked difference in the wording; "the Commissioner shall" and "the Commissioner may"; the two things are different. But we have no settled opinion about it. I do not know that the point has ever been actually decided judicially.

476. But it suggests to your mind that there was an intention to give the Commissioner a latitude in the one case which he does not possess in the other?—Well, I am not prepared to say whether it was intended or not.

477. I will illustrate my question in this way: according to the wording of it there is a latitude permitted legally to the Commissioner in the one case but not in the other?—I will not say that.

478. (*Mr. Whitmore.*) But it is a latitude which has never been exercised?—Which has never been exercised.

479. (*Mr. John Burns.*) Except in the case of persons convicted of a misdemeanour?—That is the cabs, the proprietors.

480–1. (*Chairman.*) I understood Mr. Bruce to say there was a difference in the wording of the Act?—I think the words "the Commissioner may" are in the Act of Parliament. I think the word "shall" is in the Secretary of State's Order.

482. Mr. Bruce, this is fundamental; it seems to vitiate almost everything that has been said during the last few minutes. The wording in the Act is the same in both cases.

483. (*Mr. Cunynghame.*) If you look at 32 & 33 Victoria, chapter 115, section 6 in the one case, and 8 in the other, I think the words are "may" in both cases. One deals with cab licences, the other deals with drivers' licences. In the order, however, there is a difference?—The Secretary of State's Order says "shall."

484. I am speaking of the Act?—I beg your pardon, the cabs are licensed only under the Act of 1869 and drivers under 6 & 7 Victoria as well.

485. (*Chairman.*) Well, let us compare the terms of the two Acts.

486. (*Mr. Lough.*) May I ask whether in the ideas which the Commissioner has formed he is guided by the Act of 1869 or by the Order of 1871?—The cabs are licensed under the Secretary of State's Order of 1871, which was made in pursuance of the Act of 1869, and drivers under the Acts of 6 & 7 and 32 & 33 Victoria.

487. (*Chairman.*) That reference I have got. Let us by way of saving time read that 6 & 7 Victoria, Chapter 86, section 8, "And be it enacted that it shall "be lawful for the registrar to grant a licence to act "as driver of hackney carriages, or as driver or conductor of metropolitan stage carriages, or as waterman (as the case may be) to any person who shall "produce such a certificate as shall satisfy the said "registrar of his good behaviour and fitness for such "situation respectively: Provided always that no "person shall be licensed as such driver as aforesaid "who is under sixteen years of age, and in every such "license shall be specified the number of such licence, "and the proper name and surname, and place of "abode, and age, and a description of the person to "whom such licence shall be granted, and in the case "of a waterman, of the standing or place at which he "shall be thereby authorized to act as a waterman, "and the nature of his duties; and every such licence "shall bear date on the day on which the same shall "be granted, and shall continue in force until and "upon the first day of June next after the date thereof, "or if granted in the month of May in any year, then "to continue in force until and upon the first day of "June in the year next following that in which the "same shall be granted, except in either case the same "shall be sooner revoked, and except the time (if any) "during which any such license shall be suspended, "and on every licence of a driver or conductor the "registrar shall cause proper columns to be prepared, "in which every proprietor employing the driver or "conductor named in such licence shall enter his own "name and address, and the days on which such "driver or conductor shall enter and shall quit his "service respectively, and in case any of the particulars entered or endorsed upon any licence in pursuance of this Act shall be erased or defaced every "such licence shall be wholly void and of none effect, "and the said registrar shall, at the time of granting any "licence, deliver to the driver, conductor, or waterman "to whom the same shall be granted, an abstract of "the laws in force relating to such driver, conductor, "or waterman, and of the penalties to which he is "liable for any misconduct, and also a metal ticket, "upon which there shall be marked or engraved his "office or employment, and a number corresponding "with the number which shall be inserted in such "licence." There it is that it is lawfully permissive apparently. Let us see the Act of 1869.

488. (*Mr Lough.*) Would you mind looking at the *Blue Book, page 6, sir. At the top of the page you will see that the clause begins: "One of Her Majesty's "Secretaries of State may license," and it goes on: "Any licence may be granted on such conditions as the "said Secretary of State may by Order prescribe"?—Yes.

489. I imagine, then, that the law is actually fixed by the Order of 1871?—That is for licensing cabs.

490. But do you not think that another Order might be issued under that clause which would permit new restrictions to be put on the issue of licences?—Oh, I daresay that might be.

491. Then you think the Home Secretary might issue an Order in substitution of the Order of 1871 that would alter the present practice?—That would alter our powers.

492–3. Then new legislation would not be required from the Secretary of State?—As far as the licensing is concerned.

494. As far as the licensing of a certain number is concerned?—As far as having power to limit.

495–6. He might introduce a new condition; he might say if he likes, subject to not more than 12,000, the present number being licensed?—He might.

497. (*Chairman.*) Here we come to 32 & 33 Victoria, Chapter 115, section 6: "One of Her Majesty's Prin"cipal Secretaries of State may from time to time "license to ply for hire within the limits of this Act "hackney and stage carriages, to be distinguished in "such manner as he may by Order prescribe.

"Any licence in respect of a hackney or stage carriage "under this section may be granted at such price, on "such conditions, be in such form, be subject to revi"sion or suspension in such events, and generally be "dealt with in such manner as the said Secretary of "State may by Order prescribe, subject as follows:—

(1.) "That a hackney or stage carriage licence "shall, if not not revoked or suspended, be in "force for one year, and there shall be paid in "respect thereof to the Receiver of the Metro"politan Police, to be carried to the account of "the Metropolitan Police Fund, such uniform "money not exceeding 2*l.* 2*s.*, as the said "Secretary of State may prescribe."

(2.) "That in any such Order provision shall be "made for the transfer of a hackney or a stage "carriage licence to the widow or to any child "of full age of any person to whom a hackney "or stage carriage licence has been granted who "may die during the continuance of such licence, "leaving a widow or child of full age, and also "for the transfer of a hackney or stage carriage "licence to the husband of any woman to whom "such licence has been granted, and who marries "during the continuance thereof."

Well, then, it appears that the law is the same in both cases, that it is only permissive in both cases?—Except that the Secretary of State's Order says that he shall.

498. But the Secretary of States Order has only the force of law until it is revoked; it is an executive administrative Order?—But the Commissioner is bound

* The Abstract of the Hackney Carriage Regulations.

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by that Secretary of State's Order as long as it remains in force.

499. I am putting aside the question of construction, but as to the actual terms of the two Acts, the law seems to be the same, merely permissive in both cases?—Yes.

500–1. There is no compulsion in either case apparently?—Not so far as the Acts are concerned.

502. The Acts, of course, are everything?—Yes.

503. The further procedure taken by order of the Secretary of State is of course a matter that can be altered, modified, or revoked in a moment I presume?—Yes.

504. As far as the Acts are concerned, and as far as we, being laymen, are able to construe them, there is a latitude in both cases?—Yes.

505. (*Mr. John Burns.*) May I ask Mr. Bruce this question, whether considering that the hackney carriages of London are worked under 24 distinct Acts of Parliament and regulations, some of which are optional, some of which are obligatory, would it not be an advantage to the cab driver, the cab-master, the public and the officers if the whole of the hackney carriage laws were simplified and codified into one Act complete in itself, that every cab driver would be able to have in his possession?—Certainly.

506. (*Mr. Lough.*) Do you think that much practical hardship would arise if you ceased to grant the licences to new men?—That is limit the number.

507. To new men. It would be a hardship to refuse to grant the licences to old men?—Well, I do not know whether I am prepared to say, purely from the point of hardship.

508. Well, from any other point?—I mean it would be limiting the number, of course, at once.

509. That would limit it very rapidly would it not?—Yes.

510. How many would you strike off a year by refusing—a thousand?—I cannot say.

511. (*Mr. Cunynghame.*) May we take it from you that a great many of these enactments, sections in the different Acts, are very confusing because they are cumulative, that is to say, you find in more than one place a penalty for obstructing the roadway and for furious driving expressed in different words?—Yes.

512. So that that would perhaps be an additional reason for codifying?—Yes.

513. One other point, if you please. You have handed in a return, I think, showing the number of convictions for crime of different sorts among cabmen during the past three years; that you were requested to prepare?—Yes.

514. I observe here in 1893 there were 1,458 convictions for drunkenness?—Yes.

515–6. That would be 10 per cent. Now, I am going to ask you this question: have you formed any opinion, perhaps you have not had the subject before you, but have you formed any opinion of what proportion the number of convictions in the metropolis for drunkenness bears to the adult male population over 21 and, we will say, under 60?—No, I have not.

517. If I gave you the figure at one in about 45 would that surprise you; I suppose you have formed no opinion?—I have formed no opinion.

518. In that case, if one in 10 is the proportion in cabmen and one in something like 40 is the average in the rest of the population, does that not point to the face that there may be amongst the ranks of the cabmen, not that they are distributed through them, but certainly amongst the ranks of the cabmen, a very considerably larger proportion of drunken men than among the rest of the population?—I would say that would seem to show that.

519. (*Mr. John Burns.*) Do you know, Mr. Bruce, as a fact, that it is alleged by many drivers, and by some of the temperance societies, that one man out of every three who drives a cab in London is a teetotaller?—No, that has not been brought to my knowledge.

520. Has it been brought to your knowledge that amongst the 12,000 cabdrivers plying for hire in London there are 4,000, over 4,000, of them signed teetotallers?—No, that has not been brought to my knowledge.

521. But is it a fair test, may I put it this way, of the sobriety of the cabmen in comparison with the sobriety or drunkenness of people who are not cabmen, that the charges of drunkenness against cabmen should be taken as a general indication of his drunkenness or his sobriety. For instance, when a cabman is drunk on the box he cannot avoid the policeman, but when a bricklayers' labourer is drunk on the pavement his friends can take him home. Is that a fair test?

522. (*Mr. Cunynghame.*) Certainly a reduction ought to be made. It is perfectly fair to put it that the cabmen lead a public life, while the bricklayer's labourers' life is not so public; it is quite fair; a reduction ought to be made.

523. (*Mr. Hopwood.*) I have one question on licensing to sum up your evidence, given in answer to Mr. Lough. Assuming that it is proved to us that too many licences are issued, I take it that you would prefer to meet the difficulty by a more rigorous examination of the drivers and by a practical examination of the cabs rather than by cutting down the licences, by restricting their issue?—I think, perhaps, that would be the best way.

524. (*Mr. John Burns.*) But, then, does not that throw the responsibility of rejecting both cabs and the application for the licences upon the individual who is the inspector of both cabs and cabmen. We have no right to throw upon one inspector the responsibility of refusing either licences or cabs, but if we are to limit them we should take it out of the power of a police officer or any one individual to say for a certain number of years only a certain number of licenses will be issued.

525. (*Mr. Hopwood.*) I intimated a more rigorous examination. That, I take it, would be within the purview of your administration?—Yes.

526. You could have a more rigorous examination of the cabmen?—Yes.

527. A practical examination of the cabs you could also make if you had the material placed at your disposal?—Yes. I do not know that it follows that that would actually limit the number; it might have the effect of diminishing the number of drivers for a certain number of years, but unless you had a fixed limit—suppose you said that every cabman who got drunk was not to have another licence, probably it would reduce the number of licences for a number of years, but it would not follow that the number would not creep up again, of men who never get drunk, so that you would have to have a proper limit assigned.

528. True, but I take it it would eliminate the bad drivers and the bad cabs?—Yes, certainly.

529. You would get rid at once of a large number of bad cabs and incompetent drivers?—Well, I do not know that I would admit that we would get rid of a large number of bad cabs; I do not admit that there are a number of bad cabs passed.

530. (*Mr. Whitmore.*) Or incompetent drivers?—Or incompetent drivers.

531. (*Mr. Hopwood.*) So that really you do not think that Mr. Lough's suggestion would lead to any material reduction in the number of cabs or drivers?—I do not think it would, and if it did it would not, I believe, have the effect desired.

532. (*Mr. Whitmore.*) You admit it would improve the service if it could be proved that there are bad cabs and incompetent drivers?—They would be weeded out.

533. (*Mr. Hopwood.*) You put it as high as this: you think the present examination of the drivers would be sufficient and the present examination of the cabs is adequate?—Yes.

534. (*Mr. Whitmore.*) All is really for the best in the best possible of cab systems?—I think with the materials at our disposal it is probably as good as we can do, certainly.

The witness withdrew.

Adjourned till Friday next at 11 a.m.

SECOND DAY.

Friday, 22nd June 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

Mr. ALEXANDER CARMICHAEL BRUCE, Assistant Commissioner of the Metropolitan Police, recalled and further examined.

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535. (*Chairman.*) First of all I believe you want to correct one or two points in your evidence of the other day?—If you please, sir.

536. On Question number 147, I have a note?—The question was: "But what steps are taken to prevent "this condition of things happening; suppose a man "has six cabs, four first-class cabs, and two of them "very bad ones; what steps are taken to prevent him "from, after he has had his four good cabs passed, "transferring the plates from two good cabs, which "may be let to doctors, and consequently do not want "the plates on, and putting two good plates on two "bad cabs that have not been up for inspection at "all." I ought to have added that there would be no approval mark on those cabs that had not been up for inspection at all, and therefore they would be discovered.

537. Have you anything further to say arising out of your evidence of the other day, as you have had the opportunity of reading it since?—Question 398, Mr. Lough asked, "Why do you say a proprietor should "have a selection, do you not select?" I appear to have said the cab would lie idle; I would like to amplify that by an illustration of what I mean by selection: if the cab drivers are limited in number, and a driver who is driving for a certain proprietor uses a horse badly, or drives it too much, or does anything which entitles a proprietor to be dissatisfied with him, the proprietor would wish to say, probably, "You do "not drive for me again, and I will take some one "else." If the numbers are limited, probably he would be unable to do that, and he might let the cab lie idle or sell it.

538. Is there anything more that occurs to you to suggest?—I think not, sir.

539. Well, then, we will resume the examination here, if you please, Mr. Bruce. Have you ever considered the advisability of adopting the Paris system of apprenticing drivers to drivers, in order to ensure their competence?—No, I have never considered that.

540. It has never been under consideration?—It has never been under consideration as far as I know.

541. Now we come to the sub-head of the duties of the police with regard to the cabs; I understand that the police orders have been handed in?—Yes.

542. What are the duties of the police with regard to crawlers?—The duties of the police with regard to crawlers are to see that they do not cause obstruction principally. It is no actual offence to crawl, so long as obstruction is not caused thereby.

543. (*Mr. John Burns.*) But is that so, Mr. Bruce; did not some of the cab drivers, in giving evidence before the Labour Commission, state in the most positive manner, that the fact of interrogating potential customers on the side-walk was in itself an offence against the hackney carriage law?—Plying for hire you mean.

544. Yes?—That would be a question of plying for hire.

545. But do you differentiate between crawling and plying for hire?—Well, in the fact of crawling, unless he plies for hire, he commits no offence.

546. (*Mr. Whitmore.*) He must make a solicitation?—Yes, the crawling through the streets, and nothing else, is no offence; he may be going home, or he may be going to the nearest stand. The mere walking his cab, or trotting his cab empty through the street, is no offence.

547. (*Mr. John Burns.*) No. but is not the difference between crawling slowly along the near side and solicitation after all a difference only of a very slight degree? For instance, supposing you and I were to go out of the Home Office towards Trafalgar Square, and a cabman recognised us as possible passengers, he would walk his cab right alongside until we reached Trafalgar Square, and when we went into some building he would at once leave us and take on with someone else. Now, if he were to say "Cab, sir," the fact that he did it would bring him within the hackney carriage law?—Would constitute plying for hire.

548. You recognise the difference between crawling alongside a possible passenger and actual solicitation?—Yes.

549. And is not the difference between one and the other from the point of view of public convenience, rather in favour of solicitation; if a man said "Cab, sir," and you said "No," he would cut away at once, while if you did not say "No," he would follow you right down to Pall Mall, to the inconvenience of other vehicles.

550. (*Mr. Whitmore.*) I want to know whether the distinction which you state is one which has been sanctioned by legal decisions; the distinction between mere crawling and crawling plus solicitation?—I think it is, yes.

551. (*Mr. John Burns.*) Have you considered what remedy would be possible and practicable for the prevention both of crawling and undue solicitation?—I think it is very difficult to suggest a satisfactory remedy.

552. (*Mr. Whitmore.*) But do you consider that crawling is a nuisance, and a thing which ought to be stopped?—Well, I am looking at it from two points of view; from the point of view of the public it probably is the case that it is an advantage to the public as it enables them to get a cab quickly, but from the point of view of the regulation of traffic I think it may be said to be a nuisance.

553. (*Mr. John Burns.*) Do you consider that the only satisfactory remedy for crawling is a sufficiency of ranks?—I do not think that is a remedy.

554. Is it a partial remedy?—Well, I think there is a difficulty in deciding what is a sufficiency of ranks.

555. Well, that having been decided subsequently, do you consider that a better and more equitable distribution of ranks would, to a great extent, mitigate crawling?—I think it is very difficult to say, because you cannot compel them to go upon stands, and you cannot put in the neighbourhood where cabs most do congregate a sufficiency of stands.

556. No; but have you ever considered any alternative scheme of ranking cabs, or any other ways of fixing

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them for hire by would-be passengers, as against the bad system of crawling that now prevails?—I think we have done all we reasonably can in the way of appointing standings.

557. Do you find generally that the local authorities are opposed to ranks being placed in their district; have you had any experience?—I do not think as a rule they are opposed to it; we always ask them.

558. (*Chairman.*) Have the police any means of checking unlicensed drivers?—I beg your pardon, do you mean by checking, stopping them, or detecting them.

559. Detecting and stopping them; are there any means by which the police, supposing they meet a man who is really an unlicensed man driving, can take him and prevent him continuing to drive?—He would show he was unlicensed by not having his badge; they have then the power of apprehending him.

560. And the driver is bound to show his badge, is he?—He is bound to show his badge.

561. Does a policeman meeting a driver without a badge at once pounce upon him and ask him to show his badge?—It would be his duty to see that his badge was worn conspicuously.

562. And as matter of fact, do they pull up men for driving about without badges or invisible badges?—Yes.

563. And have you considered whether keeping photographs of the drivers and the men having licences would be a useful device?—That has not been considered.

564–5. Is there any objection, with a view of preventing the transfer of a licence from one man to another, to the adoption of the Paris system of having a photograph of the driver on his licence; have you ever considered that?—I have never considered that.

566. Is there anything which in your view should be added to the police orders; have you any suggestions to make for addition or extension?—On this particular point?

567. Yes?—No, I think not, sir.

568. Now we come to the head of police courts; on this we shall not have to ask you much, because the great bulk of this evidence will be given by a magistrate and by a clerk, and I believe you have already handed in returns of suspensions, revocations, charges, and convictions?—Yes.

569. I have no questions to ask you on this branch of the subject; is there anything that you wish to say, arising out of your official experience in the police courts?—If it is in order at this moment I should suggest that a driver's licence should become void if he were convicted of felony. At present that is not so; I think in that case the licence might at once become void.

570. Would that need legislation, or could that be done by the Secretary of State's Order in virtue of the powers conferred by the Acts?—I think the Secretary of State could do that.

571. (*Mr. Cunynghame.*) The law at present is, I think, that all men are not only obliged to wear their badges when upon the rank, and when plying for hire, and conducting passengers, but also when they appear at all before a police magistrate, even upon a case unconnected with cabs. Whenever they go into a magistrate's court they are—I believe the law is—they are obliged to wear their badge; is there any reason for that rule? Some of the men I have noticed object to it very much, but I do not know why?—I do not know that there is any special reason for it.

572. There is no corresponding provision, for instance, that a soldier shall appear in uniform before a magistrate instead of in plain clothes if he were not breaking a military regulation?—I cannot give any special reason.

573. (*Mr. John Burns.*) In your opinion, Mr. Bruce, does the possession of a badge necessarily give proof of licence?—No.

574. Well, what steps, in your opinion, should be taken to verify the driver's *bona fides*, and his right to have a badge?—You mean in the case of a man driving along the street with a badge?

575. Yes?—I cannot suggest any.

576. Well, put it this way: supposing you were to go outside, and you were to authorise a policeman to stop a cab, and say to the driver, "What is your badge?" "Let me have a look at your badge"; he would produce a badge. What guarantee would the policeman have on the production of that badge that the man had a right to it, and that it corresponded with the licence that he either got out himself, or which perhaps someone else got out and transferred to him?—I do not think he would have any guarantee; the presence of the badge would be *primâ facie* evidence that the man was licensed and licensed duly.

577. (*Mr. Whitmore.*) I should just like to ask whether you would restrict the forfeiture of licence which you propose to cases where a man had been convicted of felony, and whether you would not increase it to cases of misdemeanors of a serious kind?—The magistrate has certain powers of revoking or suspending drivers' licences. But I think in cases which the magistrate does not deal with, it would be well that the licences should become void on conviction, because probably the judge before whom the man came would not have that power of revocation.

578. You see what I mean, the distinction between felony and misdemeanor is rather an artificial one sometimes?—Yes.

579. (*Mr. Hopwood.*) Have you any written instructions to the police with regard to their attitude towards cabmen?—There is this.

580. Are they written instructions which could be put in for the information of the committee?—No written instructions, I think. What I am about to read is printed in the police orders.

581. I beg your pardon, would you let us have it?—"The Commissioner desires to impress on the Superintendents the necessity of careful inquiries being made into the circumstances of all cases reported by the Police for proceedings to be taken by summons previous to applications being forwarded to the executive branch. In many cases the offence charged to have been committed may not have been wilful, and a caution in the first instance would be expedient.' I think that is about all.

582. A caution by the police constable?—A caution by the police constable.

583. That is as regards cabmen. Now as between your inspectors and cab proprietors, have you any instructions to your inspectors?—As to their conduct towards them?

584. Yes?—I do not think any special instructions.

585. Merely general instructions?—Merely general in regard to their general conduct as inspectors.

586. Then upon the point of procedure; when a police constable observes in the conduct of a cabman anything which he feels it his duty to complain about, does he draw up a written report?—If he thinks the case is one that ought to be decided by summons he makes a note, he reports the circumstance at the police station, his report is entered in the occurrence book. That occurrence book goes before the superintendent, and the superintendent, if he thinks it is a case for summons, recommends accordingly.

587. Then the summons is not taken out against the cabman at the instance of the constable alone?—No.

588. His action is first endorsed or condemned by a superintendent?—Yes.

589. (*Mr. Lough.*) Pursuing that subject for one moment, I wanted to ask this: are you aware of a practice adopted in the police courts of recommending the cabmen to plead guilty by the police; do you know that there is such a practice?—I do not.

590. You never heard that the police generally advise the cabmen that if they plead guilty the cases will be disposed of quickly and they will get off easily?—No.

591. Is it not true that there are two days specially devoted at Marlborough Street to these cases, and the police generally bring up their prosecutions?—I cannot say off hand.

592. Fridays and Tuesdays?—It may be so; I am not prepared to say at this moment.

593. Well when they are brought up there is always a special hour for the cab cases, is there not, at the end

of the court?—I am not prepared to say whether that is so or not; it may be changed from time to time.

594. And do you know how many cases of prosecutions the police will sometimes have at Marlborough Street on Friday or Tuesday?—No, I cannot say that.

595. Do you know that as many as a hundred will sometimes be disposed of in about an hour or two; did you ever hear that?—I cannot say.

596. (*Mr. Hopwood.*) The police charges are taken alike, at all Metropolitan courts, I suppose?—Oh, yes.

597. (*Mr. Lough.*) That is my one question; you do not know that there are any general instructions to the police to advise the cabmen to plead guilty and they will get off easy?—No.

598. There are two courts at which the cases generally come up, are there not, Mr. Bruce?—Come up specially, do you mean.

599. Yes. Marlborough Street?—Probably there are more cases at Marlborough Street; that is all I can say.

600. And what is the other one?—Bow Street.

601. Is there no rule that the cab cases shall be brought there if possible?—No, not that I know of.

602. (*Mr. John Burns.*) Have you ever been to Marlborough Street, Mr. Bruce, on a cab day?—No, I do not know that I have.

603. (*Mr. Cunynghame.*) Do you happen to be aware, Mr. Bruce, that once there was said to have been a court which used to sit in Essex Street to try cab cases; it is many, many years ago, more than 40 years ago?—I believe there was.

604–5. (*Chairman.*) Now, I am to ask you two rather large questions, Mr. Bruce. Have you any additions to suggest to the existing Acts of Parliament and the police orders with regard to, in the first place, the duties of proprietors, and in the second place, the duties of drivers; or do you think that the duties of those two classes of men, so far as they can be regulated by any public authority, are sufficiently defined and regulated by the Acts of Parliament and the police orders?—With regard to proprietors, I think it would be a good thing if they were prohibited from sub-letting their cabs.

606. Is that your only suggestion with regard to the proprietors?—I think that is the only one.

607. And with regard to the drivers, do you think they are sufficiently dealt with under the existing authorities, or would you like to have some further regulations for them?—With regard to drivers, I think it would be a good thing if we were empowered to grant a three months' licence, and perhaps in addition a six months' licence, instead of as now a 12 months' licence.

608. (*Mr. Lough.*) What do you mean by sub-letting, Mr. Bruce, in reference to the Chairman's question?—A proprietor will have a cab licence and then sub-let it to someone else.

609. Is not that what the London Improved Cab Company does; it has got the licences, and it lets out its cabs; do you object to that?—I think it would be better if they were not allowed to sub-let them, but only let out the cabs to the drivers; I do not think they should be allowed to let out their cabs to other people for the purpose of hiring them out.

610. You have no objection to a proprietor having a large number of cabs?—Oh, no, that is not what I mean.

611. (*Mr. John Burns.*) What proof have you of sub-letting, Mr. Bruce, other than, of course, the drivers?—I have reason to believe that it is done; I think it can be proved.

612. What do you consider are the public and passenger disadvantages of sub-letting; does it result in a dirtier cab; does it tend to the evasion of police supervision and of the hackney carriage regulations?—Yes, I think it does.

613. In what way, Mr. Bruce, please?—If a man lets out a cab at Paddington who lives, we will say at Islington.

614. There is an absence of local knowledge on the part of the police?—Yes, the police have to run after him.

615. How does that operate towards the driver—disadvantageously: does it mean two profits?—I am not prepared to answer that exactly.

616. (*Mr. Lough.*) Do the proprietors give the Scotland Yard authorities any return as to the number of days that the drivers work with them?—They are bound to mark on the driver's licence the time the driver has worked for them.

617–8. When he entered the service?—When he entered the service and when he leaves it.

619. But they do not mark the number of days that he works between those two dates?—No.

620. Do you not think it would be an improvement if the proprietor was bound not only to say, "The licence "has been deposited with me so long, but the man has "actually worked so many days during that interval;" do you not think that would be an improvement?—I do not see from a police point of view that it would be of any moment.

621. Well, would it not enable you to test whether the man was an industrious man and regular in his work?—We could not go into the causes of his non-driving.

622. You do not see any advantage?—I do not see any advantage.

623. Talking of drivers, you said a moment ago that you would be glad to be able to grant licences for three months and six months?—Yes.

624. Why did you say so; what advantage do you think would arise from it?—Because I think that there are sometimes cases—doubtful cases—where the Commissioner would like to test the man's protestations of reform for instance, and be able to say to him, "I give you a three months' licence as a last "chance; if you misconduct yourself during that "three months you will not get another licence." But now he has either to refuse that man altogether or grant him another licence which lasts for 12 months.

625. Just so; well, would it not help you to know whether the man worked during that interval or whether he did not work?—I do not think we should take that into consideration as a rule.

626. Then you would just as soon give a licence to a man who went and deposited it with a proprietor, we will say, and did not work at all, as to one who worked regularly every day from a police point of view?—From a police point of view and as things are now, I do not think we have any cause for taking note of that.

627. (*Mr. Cunynghame.*) I understand you, Mr. Bruce, that the three months' licence you would propose should be granted only where there had been a licence existing before, not to an entirely new man coming in? You see my point. The evil that you are suggesting perhaps might be met by the power to give a three months' licence to a man who had one before, but giving licences for three months to new men might produce, if done on an extensive scale, a somewhat changed condition of the cab trade?—I do not suggest these three months' licences for that purpose or for any other purpose than the one I have suggested, therefore it would practically be what is called a renewal licence.

628. (*Mr. John Burns.*) But in your opinion, would not fairly continuous service be a good qualification to a cabman having a licence?—We do not take any note of that. Naturally it is in a man's favour if he works all the year without complaint, and without conviction.

629. But could you not devise some scheme by which fairly continuous service would produce a better driver, a more civil driver, and one with greater knowledge of London than the type which now prevails with discontinuous service?—I am not prepared to answer that.

630. (*Mr. Hopwood.*) Do you see any objection, Mr. Bruce, to inserting in the proprietor's licence a proviso which would prevent his letting his cab for a definite or indefinite time to a railway company?—I do not think I should be inclined to put that proviso in.

631. You know that railway companies do enter into agreements with proprietors for supply of cabs?—Yes, I believe so.

632. You would not be disposed to advise the insertion of such a proviso as I suggest in a proprietor's licence?—No.

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633. (*Chairman.*) Now, Mr. Bruce, we come to the very important question of the tariff, and I believe you put in a table showing the present scale of charges?—Yes.

634. On this point I wrote to Lord Aberdare, who was a former Secretary of State for the Home Department, and very conversant on the subject of cabs, and I thought he would be able to give us very useful information, and I asked him whether he would come here to be examined, or whether he would be prepared to write his views. I think, with the permission of the Committee, I will read his letter. "June 14, 1894.—"My dear Russell. I have really only one suggestion "to make, which I may as well send you by letter. It "is that, having regard to the great changes affecting "the use of cabs—and especially hansoms—since 1870, "was it?, when the rules now in force were pro-"mulgated—viz., the underground railways, and the "almost universal use of omnibuses by whole classes "who, twenty years since, were rarely seen in or on "that now popular vehicle, some improvement in their "scale of payment might fairly be adopted. The most "simple and intelligible would seem to be to give 1*s.* for "the first mile, and 6*d.* a mile afterwards. If that could "be done so that the advantage could be secured by the "driver, not by the owner (in addition to the rates "adopted on Mr. Asquith's award), the position of the "drivers would be materially improved. But can it? "And would not the increased profits sooner or later "be absorbed by the owner? There's the rub.

"There is another danger; any material improve-"ment in the drivers' position would inevitably lead to "the increase of their numbers, and I do not see how "the number of licences could be fixed from time to "time so as to prevent the evils of that competition "which has been the chief cause of the recent strikes "among cabmen and colliers.

"This is all I have to say, and it comes to very "little.

"Believe me,
"Very truly yours,
"ABERDARE."

Mr. Bruce, do your opinions on this subject at all tally with those of Lord Aberdare? In other words, do you think that the time has come when an increase should be made in the charges for cabs?—No; I think that if the charges were increased it would prevent people taking cabs.

635. You distinctly entertain that opinion; you do not recommend an increase in charges?—No, I do not.

636. Well, then, on the other hand, what do you think of sixpenny fares?—I think it would be an advantage to the cab trade to have sixpenny fares.

637. Sixpence for what?—Sixpence a mile.

638. Then, if you were reforming the fares what would be your reform; I mean, what would be the charge you would make?—I think sixpence a mile all through.

639. You mean sixpence a mile all through, without reference to first mile and subsequent miles?—No.

640. (*Mr. Lough.*) That is the present?—At present it is 1*s.* for two miles.

641. That is sixpence a mile?—It is a shilling for two miles.

642. (*Chairman.*) And for anything less?—Yes, and for anything less.

643. (*Mr. Lough.*) Do you mean that we could take a cab for one mile for sixpence?—Quite so.

644. (*Chairman.*) That is what I understood Mr. Bruce to mean?—That is quite so—that is what I suggest. At present you cannot; you must pay 1*s.*

645. And this really relates to an answer that you made, I think, in the earlier part of your examination. I asked you then whether you approved of dividing cabs into two classes—better cabs for higher charge, and poorer cabs for lower charge, and you said that you did not?—I do not.

646. And you do not now? I mean, you do not think that in connexion with this subject it would be advantageous to have shilling fares for one sort of cab and sixpenny for another, or higher than a shilling fare for one?—I do not think so.

647. Have you any views about the cab radius; do you think that it is satisfactory as it is, or that it should be expanded?—I think it is satisfactory as it is.

648. You would not increase it, having regard to the increase of London?—I would not.

649. (*Mr. Whitmore.*) May I ask when was that fixed—the present radius?—It was fixed by 16 & 17 Victoria, chapter 127.

650. (*Mr. Lough.*) What date?—I am just trying to find out—1853.

651. (*Mr. John Burns.*) Would you have a map prepared for us, with a circle?—I have one here.

652. Have you a map, Mr. Bruce?—Yes. This map shows the four mile circle and the five mile circle—not all the six mile.

653. (*Mr. Whitmore.*) Can you say what was the radius before this was fixed?—I believe, three miles from the General Post Office.

654. So that as the population increased the area of the cab radius was enlarged; as London grew outwards the cab radius also followed the growth of London? You do not think that the subsequent growth of London justifies a fresh enlargement of the cab radius?—I do not think so; but, as to the history of the cab radius, I might suggest Mr. Ware being examined on that—his knowledge is quite extensive.

655. (*Chairman.*) Mr. Bruce, you see this implement, the taxameter [*a taxameter, fare-indicator, and receipt-contoller was exhibited*], have you had your attention called to this particular one or to any contrivance of the same sort?—I have had my attention called to that particular one.

656. Would you give us your views about it, or would you like to have the gentlemen in who have brought it over?—I think I understand it.

657–8. You have had it explained to you by them; have they not interviewed you?—I could not quite understand all they said, but I think I understand generally. I think, sir, perhaps with the view of saving time, we may assume for the purpose of my remarks, that it does what it professes to do. I think I may assume that both from what I have seen of it and also from the fact that it is in use in Berlin, I believe, and Hamburg and Dresden and so on; but I am not prepared to say how it would take in England.

659. (*Chairman.*) I suppose you have considered the question, without reference to this particular implement, have you not?—Yes.

660. You have considered it before you came here?—Yes.

661. (*Mr. Whitmore.*) From the police point of view you would have no objection to its adoption?—No; but I should like to make this remark with regard to this particular machine, that I understand abroad where it is in use it is made an offence for a man to carry a fare while that arm—that signalling arm as they call it—is horizontal.

662. (*Mr. Lough.*) Which is the signalling arm?—That one. It is made an offence for a man to have a fare inside his carriage when that is in that position. That is the check the proprietor has upon the driver, and the only way of enforcing it is by the police or others reporting the cab.

663. (*Mr. Cunynghame.*) Not where the men were taking the whole of their earnings and paying so much to the proprietors; that precaution would rather be, would it not, where the men were paid a weekly salary to drive, and were supposed to give the whole of their earnings?—That is what I am supposing would be the case.

664. That would make a difference; in that case some such precaution, no doubt, would be necessary as in the omnibus system?—Yes, and that has probably been the weak point in most of the other inventions.

665. (*Mr. John Burns.*) But beyond that you see no other objection to it from a police point of view?—Well, I was going to say that my objection from a police point of view is that the police probably would be supposed to report any case of this sort, and it would really be an offence, not against good order or against obstruction or anything of that sort, but a——

666. (*Chairman.*) May I interpose at this point. You will recollect I had come to this stage in your

examination in chief: Had you considered the question of the use of taxameters altogether, and of this instrument in particular. We have had your answer to these questions, and now we have had the advantage of the presence of these gentlemen from Germany, the inventors and proprietors of the machine, and we may interrupt your evidence or suspend it; I mean this is an interlude in your examination. If any members of the Committee have any questions with regard to the mechanical properties of this implement which they will put to these gentlemen from Germany we will receive their evidence, and then we shall not have to trouble them to remain. When we have heard their evidence we will resume with you, Mr. Bruce, when I will ask for any points that occur to you arising out of the account given by these gentlemen of their own instrument?—If you please, sir.

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Mr. W. Bruhn, director; Mr. George Westendorp, engineer; Mr. William Junge, engineer; Mr. Max, mechanique (of the Taxameter Manufactory, Hamburg, Berlin), called in and examined.

667. (*Chairman.*) We shall be glad to have your explanation of this instrument?—(*Mr. Bruhn*). If you would allow, this is very exact, and if I would read it, you would see the apparatus meanwhile. I think all questions are answered already, if you allow that I read it without interruption, and afterwards the questions.

668. If you please?—"The motion of every apparatus "may easily be changed to suit variations in the rate of "fares. If, for instance, the standard fare is charged "for conveying one or two passengers at day time, the "driver is enabled by the action of a lever to raise the "fare 33 or 50 per cent. in case three or four passengers "are conveyed, or if some heavy trunks are carried, and "to raise it 100 per cent. for a ride at night time or to "places beyond the city limits. These variations in the "schedule of fares may be fixed according to any other "figure, and the mechanism set accordingly. The rate "of fare at the time governing the motion of the appa-"ratus is marked by the appearance of a correspond-"ing figure visible to the passenger. No matter how "often, or in what succession the various rates are "thrown in, both the total amount to be paid by the "passenger for a single ride, and that received by the "driver during a whole day or any period, will each "be indicated in one figure." Here for the public and here for the owner of the cab.

669. (*Mr. Lough*). I do not see that?—The small numbers are only neccessary for the owner of the cab, who only wants to look at them once every day. It is unnecessary to make them greater because the public has no interest in these numbers.

670. But if some one is in this cab for two hours and has to pay six francs, show me where this is shown?—The hand stands to the red six shillings when six shillings are to be paid—six shillings. "When looked "at from the seat of the carriage, the apparatus ex-"hibits a large dial, on which, instead of hours and "minutes, the fare to be paid by the passenger is indi-"cated by the pointers," or by the hand, we call it in England. "The figures for the larger coins, like marks, "florins, shillings, dollars, francs, lires, crowns, rubles, "&c., are printed in red." These are the 10*s.*, 20*s.*, 30*s.*, 1*s.*, 2*s.*, while those for the smaller coins like pence, pfennigs kreutzers, cents, centimes, oeres, kopeks, &c., are in black. The large dial is arranged to indicate the fare for a single ride up to 10*s*, while the golden hand advancing on the small dial shows the additional amounts from 10*s.* to 10*s.*

671. (*Mr. Whitmore.*) Which?—That small one. Thus, if the large hand stops at 1*s.* 6*d.* and the golden one at 10*s.*, the total fare to be paid is 11*s.* 6*d.* A figure which appears in an aperture at the lower right-hand corner indicates the rate of fare for the time governing the apparatus through the action of the driver. For instance, No. 1 may be meant for one or two persons by day time, No. 3 for night fares between specified hours, &c. A printed tariff suspended from the apparatus explains these variations of rates, and the figure indicating the rate is shown in a bright, distinct colour, and visible to the passenger in the carriage, whether open or closed. The leverage by which this change of rates is effected influences the hand of the dial in such manner that with a higher rate of fares the hand is made to travel faster. The apparatus not only indicates the charges to the passenger according to the tariff, but shows also, on a special "receipt-controller" the total of the amounts received by the driver in the course of a day or so; and a second dial registers the number of trips made in the same period. Thus the owner of the carriage is enabled to read off at a glance how much the driver has earned during the day, and by how many single rides he has earned it. The apparatus is of the size of an ordinary cigar box, and is enclosed in a metal box measuring about 9 in. by 7 in. by 3 in., which closes perfectly tight, so that neither moisture nor dust can enter, and is absolutely inaccessible to the driver, the passenger, and even the owner of the carriage, a seal and stamp insuring sole access for the manufacturer or his representatives. The apparatus, which is mounted on a simple guide bar, may be fixed to any sort of open or closed carriage, without any alteration, ready for use within an hour or so, and can be replaced by another one in a few minutes. They are only the screws which are lifted, and then it is taken out and another apparatus put in. During the use of the carriage the apparatus is always before the eyes of the passenger on four-wheeled carriages on the driver's box, while on a two-wheeled carriage (a so-called hansom) the apparatus is on the right-hand side of the driver's box. When the ride has been finished, and the driver has received the fare, he will hasten to stop the mechanism, in order to prevent the hand from advancing farther, and thereby registering on the "receipt-controller" a larger amount than the driver actually collected. To put the fare-indicator out of action, the signalling arm has to be raised. This signalling arm is provided with a little metal plate in shape of a flag, painted red and white, and bearing the inscription: "Free" (disengaged). It is only after this operation that the driver is enabled to put the mechanism out of action by the use of a simple and convenient lever, while the pointer on the dial, though stopped in its movement, remains in its position, in order to allow the passenger to read off at his ease how much he has to pay. By a plate visible through the aperture, close to the dial, and bearing the inscription "Cassa," or "Cash," the passenger is invited to pay his due fare. After the fare has been paid and the carriage disengaged, the driver, by means of another lever, causes the dial to be partly covered by a red disc bearing an inscription to indicate that the apparatus is out of action. The raised position of the signalling arm makes it practically impossible for the coachman to drive with passengers without previously putting the indicator into action. For both the public and the police agents would see at a glance that the carriage was being put to an unlawful use. At night a lantern with coloured glass is used for the same purpose. As long as the "out of action" or "not engaged" disc is visible, the driver is not allowed to refuse a desired ride, except when he is on his way to a place of appointment by previous engagement, or going home to the stable in case the horse is in want of rest. In these cases he covers the plate of the signalling arm, while on his way, by a blue disc bearing the inscription: "Ordered"; when stopping at the carriage stand, however, he is not allowed to use this cover. When a carriage is engaged by a passenger, the driver has to lower the signalling arm. This operation is impossible, however, before the arm, which is firmly locked by a catch, has been disengaged by means of a special device, the operation of which causes the fare-indicator to enter into action immediately. The hand on the dial then points directly to the initial fare, the "out of action" disc disappears, and a new trip is registered on the counter. Below the hind axle there is a small air-pump suspended, the piston of which is pressed against the hub of the wheel by means of a spring. The hub being provided with an eccentric, or cam, acts against said piston at every rotation of the wheel, and produces a compression in the air pump. This impulse is transmitted through a strong and well protected hose, leading along the vehicle up to the indicator, and capable of following the motion of the carriage springs. By this means every rotation of the hind wheel is made to move a bar provided with a pawl-lever, which acts on the cogs of a ratched wheel, moving it on, and thus, by the agency of intermediate gearing and levers, actuates the hand of the indicator dial. In the manner thus described in outline, the

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distance travelled by the carriage while in motion is measured; but as soon as the vehicle stops, the time-work mentioned above immediately begins to actuate the pointer, the details being so arranged, that, while both agents act on the same gearing, that only which travels fastest takes effect in moving the pointer. In this way the taxameter is made to charge both prices—for the actual ride according to the distance passed over and for the stops according to the time, adding automatically these various charges, and showing directly in one figure on the dial the amount to be paid. The rate-regulating device is so arranged as to increase the speed of the pointer, recording higher charges the higher the rate of fare that is made to govern the apparatus. But it is only while the carriage is actually moving, and not during stoppages, that this increase in the rate of charges is effected, the intention being to raise the charges only for an increase in the work done by the horse while driving, such as the transportation of more than two persons or some heavy baggage, but not while the carriage stops and the horse is at rest. Below the dial there is a special distance indicator showing the number of kilometers or miles passed over by the carriage with and without passengers, from the time of leaving the stable to its return, thus enabling the owner to regulate the amount of food and time of service according to the work done by his horse. The exact record given of the whole day's work gives him the best means of judging of the work done by driver and horse. If, by order of the passenger, the carriage moves on rather slowly, as is frequently the case with strangers making a round trip through a foreign place, the fare charged by distance would be unreasonably low, owing to the very slow rotation of the wheels. But in this case the action of the time-piece exceeds that produced by the carriage wheel, and thus keeps the fare at a proper level during such slow rides. The taxameter used at first to be placed inside the driver's box, and put to action by means of a special key, differing for every single apparatus. The improved style, however, is mounted on a guide bar at the back of the driver's box. The handling of it is done by means of a lever, in a manner very simple and convenient to the coachman, yet so that he cannot operate the indicator, throwing it into or out of action, or changing the rates in the way he might wish to do, but only in the prescribed manner. Wherever these fare-indicators have been introduced they have had the effect of materially increasing the tendency of the public to use hackney carriages, and resulting in a great improvement in the system for the public conveyance of passengers. The objects of this apparatus are twofold: 1. It indicates to the passenger, in one figure, the fare he has to pay for the use of the carriage. 2. It shows to the owner, in one figure at the end of a day's work, the whole amount of the daily earnings made by the driver. The attainment of these objects is of equal advantage to the public, the authorities, and the owners of livery carriages. The public avoids thereby the difficulty of interpreting unknown and complicated tariffs, as well as disputes with the coachman, especially the ladies, which in all large cities are felt as a nuisance, especially by strangers, but often enough by the inhabitants as well, and even detain them from hiring a cab, if they are not obliged to. As the passenger can read from the apparatus exactly what he has to pay, the frequent overcharges by the drivers are completely avoided. For the authorities the introduction of the apparatus is desirable, because they will be no longer called on to decide in cases of differences between the public and the hackmen, and a great number of complaints will cease to be brought before them. Finally, the owner of the carriage obtains an apparatus which has been long called for, by which the owner is able to control the receipts of the drivers. He can read them off from the apparatus in one figure, at any time and for any period, and is thus protected from being defrauded by the drivers.

672. (*Mr. Cunynghame.*) Would you tell us the cost, the first price, of this apparatus?—We do not sell them, gentlemen. The apparatus is only to be hired. Formerly there was an apparatus that was sold. But we have seen the apparatus is sold and the coachman who is proprietor can do with the apparatus what he likes, and in the case of reparation the one proprietor sends it to a mechanic, the other to a clock maker, a third to a forge, a fourth to——

673. I see that; but how much does it cost to hire, a year?—I think 12*l.*; 8*d.* and 9*d.* a day. But in this price is not included the first arrangement on the cab, but including all the cost for cleaning every year, for reparation, for reserve.

674. (*Mr. Bayley.*) What is the weight?—The weight is 25 lbs. to 26 lbs. 12 kilo. (*Mr. Bruhn.*) It is not possible to sell them. It is necessary——

675. (*Mr. John Burns.*) That we understand. In what cities are these taxameters in operation?—We have introduced them at first in Hamburg.

676. How many are in operation at Hamburg?—Hamburg, nearly 400; 300 to 400.

677. At Hamburg 400?—Three to four hundred, that changes always.

678. But what number of cabs are there in Hamburg without them?—Only the second class, the old ones, the first class and elegant coupés must have apparatus; they are compulsory.

679. By the local authority?—By the local authority, by the police. No cabs of first-class are allowed without taxameter now.

680. (*Mr. Whitmore.*) How long has that been the case?—Three years, nearly, sir. But the second-class, old ones, do not need the apparatus. But six of them have it already also.

681. (*Mr. John Burns.*) What other towns besides Hamburg?—The other town is Bremen; there is a small society of cabs.

682. In any other town?—At Berlin.

683. How many cabs at Berlin?—At Berlin we had in the beginning of this year 200 to 300 hundred cabs; and there was a great strike of the coachmen. The police had ordered that all the coachmen who had the taxameter should wear a white hat, and the coachmen could no more make extra fees, and therefore at first they did not like the apparatus, and therefore they struck. But the public went past the other cabs, and took the taxameters, and now we have at Berlin nearly 900.

684. Out of how many?—If the apparatus was ready

685. How many cabs?—2,500. But we had no more apparatus. We have not one apparatus in the ateliers. The apparatus were already gone to the coachmen from the ateliers.

686. (*Mr. Whitmore.*) There is no order of the municipal authority there?—No, no order; it is facultative; but the public, especially the ladies altogether, they take only coaches with the apparatus; they have no differences.

687. (*Mr. John Burns.*) In your pamphlet description?—The first town is Dresden.

688. What other towns?—Dresden, and Bremen, and Frankfort, Bâle in Switzerland, and different other towns in Germany, and also of other countries where we are asked for the apparatus.

689. (*Mr. Hopwood.*) Is it by order of the local authority at Dresden?—At Dresden by order of the local authority. The director of the police orders that no cab of first-class can drive without taxameter.

690. (*Mr. Lough*). How many?—The first-class is a new institution. 60 to 70.—(*Mr. Junge.*) 75 to-day. (*Mr. Bruhn.*) 75 at present.—(*Mr. Junge.*) Since two months. But we have not had first-class. The first-class was introduced in April of this year—a new institution.

691. (*Mr. John Burns.*) What diminution in disputes have taken place in the various towns where the taxameter has been adopted, and what proof can you give us that the authorities have been less troubled since it was introduced than before?—(*Mr. Bruhn.*) The director of the police of Hamburg, a special friend of mine, told me that formerly they had 30 to 40 differences a day, and when we were in the course of our way, after one and a-half to two years, he told me that there had been three differences, but these three differences he has proved very exactly, and it was found it was not the fault of the apparatus, but it was the impression of the public. The public had ordered the cab, but had not got in directly, but the coachman had also put it in activity, and then they had waited a quarter of an hour, and, therefore, it showed more than the gentleman thought; and then there were differences. There were only differences of not sufficient knowledge of the apparatus,

but no fault. Every apparatus which is in course of way in Hamburg, Berlin, Paris, it is first approved by the agents of the police.

692. What is the reason for the high charge of from 8*d.* to 9*d.* a day?—Apparatus are high in price because there are seven different apparatus inside. And we have great patentee's fees, we paid also for my English patents, and we must have great places, great ateliers here, because different workmen are in the place at day and night time.

693. That is sufficient. How often are they repaired on an average in the year?—It is different. At first the coachmen have——

694. The last year?—That is different, according to the coachman. We have an apparatus that has not had one——

695. No. What is the proportion of instruments out of 900 in Berlin that are taken to the workshops to repair in the course of the year?—We must clean them every year from dust, such things that are necessary, and look for the oil, &c.; and the reparations are very few. It is different; but I think it is not more than one or two times a year that there is anything, and then it is that the lever is crushed, or that the pump—a simple thing; the repairs are very seldom.

696. You have told us that the authorities and that the public, particularly the ladies, are very favourable to the taxameter; what do the men have to say about the taxameter—the drivers; what do the drivers and the coachmen say about the taxameter?—They are satisfied; they get more tips.

697. You say they get more tips?—Yes.

698. Do they receive now a weekly wage from the masters with the taxameter?—No, gentlemen, they receive a small weekly wage.

699. *Plus* a commission on the takings?—Also to the proprietor there is fixed a price which is the cost of the cab and two horses a day altogether, and what *plus* they get, the greater money they take, is divided between the owner and the coachman—the coachman gets different percentages, and therefore the coachman is as much interested as the owner of the cab. Outside he gets many tips because there are no differences.

700. Then the coachman receives a small weekly wage *plus* a division of the profits above a certain standard of receipts?—Yes, that is just right.

701. Since the introduction of the taxameter have the profits of the cab masters been greater than before, and have the weekly wages of the cabmen been more?—Yes; I have established a society at Hamburg. At this society we can get all the coachmen of private houses that take carriages—they gain more than formerly; and we have good men—we have not the old bad men; we have good—quite another sort of cabmen we have got.

702. Just one moment. Then I gather from you that the introduction of the taxameter, beyond pleasing the public, the authorities, has paid to the masters and to the men, and secured a better type of cab driver?—Yes, a better type. Many of the public drive now who formerly never went in a cab.

703. Before the introduction of the taxameter did the cab masters have much difficulty in getting their money in?—Oh, always, gentlemen; they have had many difficulties.

704. Have those difficulties disappeared?—Oh, they have all disappeared. You do not ask any more the coachman how much he has got; you tell him, "You "have to pay that and that"; and I will tell you what I heard at Berlin. The director of the police told me, "To-day were two widows, their husbands have "died and they have lived very well, but since the "death of the husbands they cannot get more than "three or four shillings per day; they have got and "they are sure they get 10*s.*, 12*s.*, 15*s.* a day, but they "cannot prove it to the coachmen, and the widows "were in a very bad position." From the moment they have got this apparatus the widow knows what the coachman has taken in a day.

705. (*Mr. Lough.*) I want to ask you one or two more questions about the prices. I suppose you have calculated the price on Hamburg?—No; we have calculated the price for here.

706. For London?—For London.

707. What number did you think might be in use?—Eightpence or ninepence a day.

708. In your calculation how many apparatuses?—Oh, we think that we must introduce here 3,000 apparatus.

709. That would come to 36,000*l.* a year?—Yes.

710. Well, you have got no other city with anything like that consumption at present?—No, not yet; no, no. But Paris, Berlin, will also come.

711. How long do you think will a machine last if it is fairly treated?—They are renewed every year by us; when the apparatus is opened by us everything which is bad is renewed. But it is impossible to tell you how long the apparatus will last at the same time, like a watch.

712. Will it last as long as a good watch?—I think, I suppose so; but I am not able to tell you.

713. Paris—are there any in Paris?—In Paris we have not yet introduced them. Paris had written out a concurrency in the year 1889, when there was a great exhibition there, and they were given in 128 models and constructions, but not one is good for use till now.

714. What is the reason they have not taken them in Paris?—We have not yet produced them in Paris. We wished to have at first other places, because, you see, we Germans are not friends of the Frenchmen.

715. Did you show them in the Paris Exhibition?—No, we have never shown it in Paris—in France—till now.

716. Is not there another machine in use in Paris?—No, there is not another machine there. They have made trials with another machine, but in February of this year there were 25 of these machines and they are taken off the cabs as being insufficient.

717. (*Mr. Bayley.*) Touching the case of the two widows, that you spoke about. What is to prevent the cabman cheating the proprietor by running the cab with a passenger with the machine not in action?—He cannot. He cannot drive without this high red disc before them. Every one likes it.

718. Yes, I understand. But every passenger is not wide awake enough to understand this instrument, and if he were to drive without pulling that lever up he would be cheating the widows, would he not?—He has no interest. He has interest that this number shows as much as possible, because he gains by it. He has interest that the number for that day shall be as much as possible, because he has a proportion of it.

719. He has the pay if he drives a passenger without the machine in motion? He puts the money in his own pocket?—He has no interest in doing so.

720. Is it never done?—No; it is never done.

721. A dishonest cabman could cheat in that way, by driving his cab with the machine not in motion? But his expectation is that the passenger would be sharp enough to see that the lever was up. Still, an old lady might not.

722. (*Mr. John Burns.*) Is there any possibility of collusion on the part of a sympathetic passenger, to conspire with the cab driver to cheat the owner?—No, gentlemen.

723. (*Mr. Whitmore.*) Then you would say probably the police would see it?—Every one would see it.

724. (*Mr. John Burns.*) What check is there against that state of things?—Every one would see it. We have given great premiums to our workmen, to our engineers, to deceive us, and always we found points till we have got this construction, and now it is impossible when this flag is low and the disc is gone up.

725. Do you contend that in the construction of your taxameter you have so arranged it as to weld or to unite the interest of the cab driver as well as the master?—Yes, yes; that is the highest aim. (*Mr. Westendorp.*) This point has been gained. Here the cabman quite as well benefits by it as the cabowner.

726. As the master?—As the master.

727. And the public cannot be cheated?—The public cannot be cheated. It is impossible; here this dial is all that is necessary, he cannot put it back.

728. As all roads lead to Rome, the taxameter leads to the convenience of the public, the profit of the master?—The profit of the master.

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729. And the higher daily earnings of the cab driver?—And the more daily earnings of the men. (*Mr. Bruhn.*) You asked me formerly for the tests of police government. I will send you the test* of the Hamburg and also the test* of the Berlin police if you wish. We have despatched for already last night.

730. (*Mr. Lough.*) Is this price that you state here the actual price charged in Hamburg?—No; the actual price in Hamburg is lower.

731. What is the price in Hamburg?—The Hamburg price is 50 and 60 pfennig, but you have lower prices for workmanship there, and lower prices for hiring places, buildings.

732. I do not want the reasons. What is the price in Hamburg?—At Hamburg the price is 50 pfennigs, 6*d.*

733. Sixpence per day?—6*d.* per day; between 50 and 60 pfennig.

734. What is the price at Berlin?—Berlin we have different prices; we have arranged with the different coachmen. At Dresden we have 60 German pennies, and also 72 marks at first for the arrangement on the cab.

735. (*Mr. Whitmore.*) Do you know who pays for it, in Berlin, for instance; is it the owner of the cab or the drivers?—The payment to us is done only by the masters of the cab—by the proprietors.

736. (*Mr. Hopwood.*) Have you considered whether it is possible to put the apparatus on view in some place in London?—Not yet; but if you would desire we could arrange it.

737. The Industrial Exhibition at Earl's Court?—Yes; if you would wish it, we would do it willingly,

738. It is for you.—Quite so.

739. (*Mr. Bayley.*) There are two scales, are there not, or three, of charges?—Yes, that is so.

740. Yes, or in case luggage is carried, or at night, you charge a higher price at night?—Yes, at night time. (*Mr. Junge.*) (*Showing*) Day—night.

741. What is to prevent the cabmen being paid at the high price and recording here the low rate?—(*Mr. Westendorp.*) He cannot do it.

742. Yes, he can by moving this lever?—He can get only forward; he cannot put it backward. He cannot put it back—he can only put it forward.

743. Suppose he is carrying one passenger, the rate is the standard fare?—Yes.

744. Suppose he is carrying three passengers, then the rate is the higher fare?—Quite so.

745. He moves this lever, and then it records the higher fare?—(*Mr. Westendorp.*) Quite so.

746. Who is to prevent him carrying three passengers, and only recording at the low scale?—(*Mr. Bruhn.*) He cannot come to the low scale; he must pass the cash.—(*Mr. Westendorp.*) Here the passenger would not pay for three in case they would only say one.

747. But suppose there is collusion between the passenger and the driver the passenger paying on the higher scale, the taxameter recording the lower, and the driver putting the difference into his pocket?—The passenger will only pay this.—(*Mr. Junge.*) The driver had no interest. (*Mr. Bruhn.*) The passenger would naturally look for the fare.

748. (*Mr. John Burns.*) If three passengers get in, and the cabman indicates on the dial that one has got in, he does not gain so much by that as if he were to register that three got in, because there would be an increased price?—It is his own interest to do it, because he has a commission upon it.

749. It is the other way round, Mr. Bayley.

750. (*Mr. Bayley.*) In one way it is; according to the division of profit between himself and his employer, his interest is to record as much as possible, but the other way his interest is to record as little as possible. Suppose he wants to cheat, he would record here the low scale, and the three passengers would pay him on the high scale. He assumes that people would know about the working of this machine, but old ladies and people travelling at night the drivers would be able to cheat; there might be collusion?—(*Mr. Bruhn.*) The public has to look for two things, for this that is put down, and for the scale that he has the right fare; that is necessary. (*Mr. Westendorp.*) Pay for tax one, two, or three only at this, and if the apparatus is put right from the very start.

751. (*Mr. John Burns.*) This only does for a cab what the halfpenny automatic receiver does for the halfpenny omnibus at Vauxhall Bridge without indicating it on the dial.

752. (*Mr. Bayley.*) Yes, but constant cheating of the omnibus companies goes on through collusion between the driver and the passenger.

753. (*Chairman.*) We are very much interested in what you have told us and shown us, and the whole of your evidence shall have our careful consideration. We wish you good morning.

* *See* Appendix VIII.

The witnesses withdrew.

Mr. Alexander Carmichael Bruce recalled and further examined.

Mr A. C. Bruce.

754. (*Chairman.*) You have seen the machine, and heard the explanation of the gentleman in charge of it. May we ask, as far as the opportunity has been afforded you of forming an opinion, whether this is a system which can be introduced into the London cab service; whether in any reasonable time you could get the cabmen to understand it or the public to understand it?—I do not think that it is one that could be adopted in London.

755. Do you think that the cabmen would like it?—I do not think they would.

756. Should you like to be responsible for teaching the cabman the use of it?—Certainly not.

757. The whole of this sub-division of our evidence has been concerned with charges, and the introduction of this machine may be pertinent here because it affected the question of charge, one of the reasons, as we understand, why it is necessary. We understand the claim of cabmen for increased remuneration is partly based upon this, that at present they suffer great loss by what is commonly called bilking. Now, I want to ask you what your experience of that matter is. Have you official knowledge of the practice obtaining to any great extent and inflicting loss upon cabmen?—No, not officially.

758. I suppose you are aware of the fact that it is alleged that it is?—Certainly.

759. But you personally have no official knowledge of it?—No.

760. You have not, in your official dealings, had to do with numbers of cabmen complaining of that particular form of hardship?—No.

761. (*Mr. Cunynghame.*) I should like to ask you, first, with regard to this table which you have put in; it is a table of cab fares that we all know. I notice here that if a cab is hired without the four-mile circle—suppose it was hired just without the four-mile circle—the fare to Charing Cross would be 5*s.*, would it not?—A shilling a mile; yes.

762. Suppose, before he got in, the passenger said, "I will have you go to Charing Cross, and drive by time"—what would be the fare then—the same journey, at four miles an hour, the statutory pace, I make it 3*s.* 2*d.*—2*s.* 6*d.* for one hour, four miles, and then give him for the short bit extra 8*d.* more—that would be 3*s.* 2*d.*; that would be the most he could charge?—Yes, I think that is so.

763. He would be bound to drive by time to Charing Cross, and he might drive as fast or as slow as he liked, but he would be bound to drive to Charing Cross for 3*s.* 2*d.* if the customer told him to drive by time?—He can only be compelled to drive four miles an hour, and no more than this.

764. But it would take him by time an hour and ten minutes to reach Charing Cross, and for this he would be paid 3*s.* 2*d.*?—3*s.* 2*d.*

765. Instead of 5*s.*?—Yes.

766. Well, now, does it not seem to you that whatever alterations are made, if any, in the table of fares, that an anomaly of that sort ought to disappear, because you see he is paid differently as to whether a person pronounces a formula or not before he gets into that cab. You see my point?—Quite.

767. (*Mr. Whitmore.*) Have you had any complaints on that score from cab drivers?—No.

768. (*Mr. John Burns.*) Or from the public?—No, we have not had any.

769. (*Mr. Cunynghame.*) It never suggested itself to anybody in that peculiar way to hire a cab. Have you considered the question of two classes of cabs—what might be called a better class cab and a luggage cab, if I might call it so, with different fares, one rather cheaper than the other—painted, perhaps, a distinctive colour, so that the public could see the difference between them—have you any opinion as to whether that would work well or not?—I cannot say.

770. That would be, perhaps, rather a question for the proprietors and the cabmen to answer?—I think so.

771. At all events there would be no difficulty in working that from a police point of view?—I do not think it would work.

772. I notice here is a provision that a customer may compel a driver to drive him to a police station at once?—Yes.

773. In the first place, is that often resorted to, so far as you are aware?—Not very often, I should think.

774. Do you think that provision would be necessary to be retained? I will explain why I suggest to you that it might not. Because in case, for instance, a man was bilking a driver, and he had no money, he would only make the driver expend more money still with a very fair chance of having him in for bad language in addition?—Yes.

775. Do you think, having regard to the whole thing, that that is a very useful provision? Is it not enough that he should be able to summon him?—I should have thought myself, yes.

776. That it would be enough?—That it would be enough.

777. To be able to summon him?—Yes.

778. (*Mr. John Burns*). Have you any evidence, Mr. Bruce, of the extent to which, in the experience of the cabmen, bilking is supposed to prevail? Have you any evidence of the practice of bilking?—No.

779. Have you seen reports frequently in the newspapers of cabmen appealing to magistrates in consequence of it?—I should not say very frequently.

780. You know of its existence in a few cases?—Yes.

781. What remedy, police or magisterial, would you suggest for stopping it, even in the limited cases that have come within your knowledge?—May I ask you exactly what you mean by bilking.

782. This is how I would describe bilking. Bilking is an attempt on the part of a man who takes a cab, after it has reached not its final destination, to get into, say, one end of the Burlington Arcade, and say to the cabman, "I will be back in five minutes," after the cabman has driven him about two or three hours; the cabman waits over half-an-hour, and the man does not return. That is bilking?—I can suggest no remedy, except the cabman taking the money before he starts on his journey.

783. Well, but in the event of the cabman the same day, or subsequently, meeting the bilker, what objection have you to the cabman appealing to the nearest policeman, and the policeman exercising, as he would in every other case but that of a cabman being cheated, the power of summary arrest that the policemen now exercise in the case of all persons accused of felony in the streets?—I would rather prefer that the cabman should be entitled to apply for a warrant.

784. But that necessitates, on the part of the cabman, first, half-a-day for application for the warrant, as against the man, and necessarily at least half-a-day for the case being tried, and the result is that that remedy to the cabman is financially more disadvantageous than letting the bilker alone, and the bilker escapes. Is that a system of things that the police look upon with equanimity?—He might be mistaken in the identity of the person.

785. Oh, then he would have to stand the racket of false accusation. But do you think it a fair thing that am an who steals an apple off a stall should be locked up, and that a man who deprives a cabman of half-a-sovereign or a sovereign should be allowed to escape?—I think it is a great pity, if I may say so, that a cabman cannot avoid this bilking. I think it would be a good thing if some remedy were found for it. But I cannot suggest any.

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786. In the event of a remedy being found, either by the cabman asking his fare beforehand, or the adoption of some method of payment similar to the taxameter, would you not give the cabman the same power over a cab thief that a shopkeeper has over a man who steals a loaf?

787. (*Chairman.*) Do you answer that question?—If I might add, I think perhaps it would be good if the police had power to detain a man under those circumstances—a supposed bilker—until his name and address had been verified.

788. (*Mr. John Burns.*) That is practically the power of summary arrest. If he could not satisfy the police as to his *bona fides*, as to his name and address, the police would detain him in custody naturally. Would you suggest that?—They would detain him until the name and address he had given were inquired into and verified.

789. Were proved? And failing that? Failing the name and address being satisfactory, are the police to let him go or detain him?—I think detain him.

790. (*Mr. Cunynghame.*) By the present law a man cannot be imprisoned even when he bilks a cabman, I understand?—No.

791. You have noticed in the old Acts he could, but that that was altered by the Summary Jurisdiction Act?—Yes.

792. By an accident as it were? The Summary Jurisdiction Act only entitled the cabman to recover a fare as a civil debt. He can only recover it as a civil debt?—Yes.

793. Might it not be expedient to give some power of imprisonment to a magistrate, where a man took a cab knowing that he could not pay, and intending to cheat, the same as on railways?—Yes, I think so; I see no objection to that.

794. And, further, supposing that when a man was asked for his name and address by the cabman, or an address where he could be found, he either refused to give it or gave a false one, in order to cheat the cabman, might that not reasonably be considered an offence?—I think so.

795. Very much as in the case of a railway company?—Yes.

796. And, moreover, might you not go a little further, and say that in case of downright cheating, where it appeared clear that a man had either hired a cab with intent to cheat, or, having got into it, gone on with it with the intent to cheat, that there power might be given to imprison without the option of a fine where the fraudulent intention was proved?—Yes, I see no objection to that.

797. Only one question more. Might it not give to a cabman somewhat of the power of terrorising if he could threaten an old lady that refused to pay the fare that he demanded to have her arrested and taken to the police station at once? What is your opinion upon that? "You have not paid my fare that I have "demanded, and I will give you into the custody of a "policeman." Do you think she would pay any sum of money rather than submit to that? I am speaking of a power of arrest for not paying the fare?—I beg your pardon. What I assume you mean is this, that we will assume the old lady is willing to pay her fare, and has paid it.

798. The legal fare?—But the cabman ——

799. Demands more?—Demands more, and says she is bilking him.

800. Exactly, and he will have her arrested and taken up. Would not that be giving a power to a cabman which would be liable to abuse?—I do not think that would come under the head of bilking; it would be a dispute about a fare.

801. I am not caring what head it comes under. Would not that add to the present dangers if such a power were entrusted to a cabman?—It might possibly be open to abuse.

802. (*Mr. Whitmore.*) Might not that danger be obviated if power of arrest were limited to a case where

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no money at all was tendered?—That was rather my suggestion when I said it came under the head of a dispute about a fare.

803. (*Mr. Lough.*) On that point of bilking, I want to put this clearly: you are not in favour of what Mr. Cunynghame suggests, namely, allowing the cabman to take the lady or the fare who pays short to the police station, are you?—No.

804. It is only in the case of a bilker, that is, a person who refuses to pay anything?—That is so.

805. You do not wish to mix the two up?—No.

806. (*Mr. John Burns.*) The cabman would have his remedy?—If it is a dispute about a fare.

807. (*Mr. Lough.*) I want to leave bilking; I think it is exhausted. But, if you will allow me, I want to go back to the tariff, which you began about. You said that you were against two classes of cabs?—Yes.

808. But do you not know that there are two classes now? There is the first-class hansom, as it is called, with India-rubber tyres?—There are not two classes, so far as we are concerned. We pass a cab that is fit; and to us it is neither a first nor a second-class cab. It is a fit cab.

809. But, as a matter of fact, you know that there are two classes, do you not?—I know that there are some hansoms with india-rubber tyres, and some without.

810. Some hansoms much better than others?—Some look smarter, certainly.

811. And you still object to the idea of there being two scales of fares, do you, for these two classes?—I do not think it is advisable.

812. Can you give any reason?—One reason is, I do not think it would succeed.

813. Now you have told us you have exhibited the table of fares, that is, what the drivers can charge the public; do you know anything about what the driver has to pay the proprietor?—Nothing.

814. You do not interest yourself in that?—We have nothing to do with that.

815. Would you approve of having a scale between the driver and the proprietor as well as between the driver and the public?—I am not prepared to answer that question at present.

816. You know that the Home Secretary has fixed some prices lately?—Yes.

817. Do you think it would help in the organisation of the service if the scale that the proprietor could charge the driver was well known, so that the police could see that the charge was observed?—I am not prepared to say what the effect would be.

818. Take the radius. You have exhibited a map showing the circles which are now the radius. Do you believe that a circle is the best limit that can be drawn?—I think it is satisfactory.

819. Do you think London always expands in a regular circle? To put it another way, do you not think that towards the west it might be well to elongate the radius, and not towards the north or the south?—I can only say that I think the system works well as it is, and I cannot suggest any alteration.

820. Well, is London as wide as it is long?—I am not prepared to say that it is.

821. You do not know?—No.

822. I think, as a matter of fact, it is not. But you do not think it might be well to include some districts such as the west, and perhaps the east, without bringing in the same length of country over Highgate Hill on the north, or over Wandsworth Common on the south? Do you think that would be wise?—I cannot say. I think the present system is satisfactory.

823. (*Mr. Hopwood.*) One question on bilking to clear up the answers to the questions of Mr. Cunynghame and Mr. Burns. Are you or are you not in favour of conferring on a cabman the power of giving his fare into custody for any matter arising directly or indirectly in regard to his fare?—I think only in an undisputed case of bilking, if I may so express it.

824. Which is an impossible case?—Well in the case that was suggested of a man going into Marshall and Snellgrove's, leaving a cab there, and going out of another door, and leaving the cabman to wait, perhaps, the rest of the day, and then appearing in another part of London and being identified by the cabman.

825. Is that an instance which you would give of an undisputed case of bilking?—So far as the cabman knew of course; setting aside any chance of the cabman fixing on the wrong person.

826. It would be an undisputed case of bilking so far as the cabman was concerned no doubt, but does it not occur to you that the fare would say at once: "Oh yes, "I am very sorry I went into a shop and forgot that "you were waiting for me." Would you give the cabman the power of saying: "I dare say you did, and "I dare say you did not, but I will give you into "custody"?—I think my first suggestion was the best, of the cabman applying for a warrant.

827. Then you are disposed to answer my question in the negative?—I think so.

828. You would not advise this Committee to recommend that a power should be given to a cabman to give his fare into custody in regard to any matter arising in connexion with a fare?—I think there would be danger in it.

829. (*Mr. Burns.*) But under the circumstances, Mr. Hopwood, where it was a clear case of forgetfulness, the fare and the cabman would no doubt mutually arrange terms. The cabman would be induced to do that because of his anxiety not to appear?—No doubt.

830. Do you consider that an optional bargain below the shilling fare for short distances should be allowed and encouraged between drivers and fares. I will tell you what I mean by this. Supposing I come out of the House of Commons, and I want to drive to Spring Gardens, supposing I were to say to the cabby, "Drive "me for 6*d.*, will you?" "Yes, with pleasure," because it is only four or five hundred yards. Do you think that could be arranged under the legal fare rate to the convenience of the public and incidentally to the advantage of the driver?—It is in his power, of course, to do that now.

831. Can he do it now?—He can.

832. (*Mr. Whitmore.*) Is it done?—I cannot say.

833. (*Mr. John Burns.*) Do you remember the time when a 6*d.* fare was prevalent in London?—No, I am afraid I do not remember that.

834. On the radius; do you consider that the present radius, which has not been altered for many years, tends to the congestion and concentration of cabs in the inner London ring?—No, not necessarily. I think the making the radius five miles instead of four would have the effect of still more congesting the streets round here—the Strand, Piccadilly, and so on.

835. Would you suggest the creation outside the four mile radius of suburban radii in themselves, to be decided by the Police Commissioners, or some other authority—concentric radii?—No, I should leave matters as they are.

836. (*Mr. Hopwood.*) One question on fares. Have we power, Mr. Bruce, to reimpose the obligation to carry at the 6*d.* rate without legislation?—No.

837. (*Chairman.*) With regard to the treatment of the horses and the state of the troughs and other matters connected with the health of the animals, would you be disposed to let the questions on these subjects be answered by one of your subordinates?—I think so.

838. Now, with regard to cab stands, I understand you put in a return as to the number and place of them?—Yes.

839. Is the more congested area of London supplied with stands proportionate to its greater number of cabs; is the number of cab stands proportionate to the number of cabs in the more congested parts?—As far as practicable.

840. What considerations does the Commissioner take into account in setting up a cab stand?—He consults the local authority, the vestry, and he consults the convenience of the surrounding people; in fact, so far as he can he consults all interests.

841. And do you think there is a sufficient number, or are more required?—I think, strictly speaking, there is sufficient accommodation for cabs.

842. With regard to shelters, do you think that the voluntary system is best, or would you have the shelters handed over to the control of the police?—I think the voluntary system is the best.

843. And do they require any supervision, or can they be left quite well to take care of themselves?—I think not; I think they can be left.

844. (*Mr. John Burns.*) Have there been any complaints, Mr. Bruce, as to the abuse of shelters in any way?—No.

845. And generally speaking you think they have operated advantageously to the cab driver?—I think so.

846. Have you a list of complaints, if any, against shelter keepers, on the ground of the shelters being either a nuisance or insanitary?—No; we have no complaints.

847. Do the local authorities complain of them ever having been put to uses other than that for which they were started?—No, not that I am aware of.

848. Are they restricted generally to cab drivers?—So far as I am aware, certainly.

849. And you have no complaint from the police as to their being used as a rendezvous for people day or night?—No.

850. And do you think that the shelters have carried out completely the objects of the promoters, and have weaned, so to speak, the cabmen from the public-house, and contributed to give him a shelter for himself and his meals under better conditions than prevailed before the shelters were started?—Quite so.

851. And you regard them generally as a healthy institution for London cab life?—Certainly.

852. (*Mr. Lough.*) As a matter of fact, except in the very centre of London, are your cab stands near public-houses?—I cannot say off-hand, but not necessarily; we do not fix upon a public-house as a place to put a cab stand near.

853. If the publican gets up a little of what he calls public opinion in favour of getting a cab stand there do you ask the question before you fix it; do you try to find out whether it is public-house influence that is leading it to be located in a certain spot or not?—If we had any reason to suspect that there was any public-house or undue influence we should, of course, inquire into it and consider it among the other things.

854. Yes; well, when you inquired, would you decide not to do it because a public-house was there?—Not if it were for the convenience of the public and the cab drivers. Other things being equal, we should not refuse to make a stand there because there was a public-house.

855. In short, you have no prejudice against putting a cab stand near or opposite a public-house?—No.

856. Do you remember a case in Cromwell Road, where there were 200*l.* subscribed to put a cab shelter there and a cab stand, and where it was not done; it could not be arranged because it would take the cabs away from some public-houses in the locality. You do not remember that case?—No.

857. Do you find that there are complaints of want of accommodation on the stands in the crowded parts of London?—From the cabmen themselves?

858. Yes.—No.

859. Where do most of your charges for loafing come from, the centre or the outskirts?—The centre.

860. Why do the charges for loafing arise in the centre?—By loafing you mean ——?

861. Crawling?—Crawling with obstruction?

862. Yes?—Why are they in the centre? Because that is where the cabs, as I say, mostly congregate, and where the money is to be earned.

863. But does it not arise from the fact that in these parts there are not sufficient cab stands?—I do not think so; we have put as many cab stands as we possibly can.

864. (*Mr. Whitmore.*) As to consultation with the vestry as to the position of cab stands, I should like to ask what does that really come to; supposing a vestry makes a recommendation that a cab stand should be put in a particular locality, would you consider that recommendation as conclusive, or would you exercise your own judgment?—Oh, exercise our own judgment.

865. Supposing, again, you communicated to the vestry your intention to put a cab stand in a particular place, and the vestry asked you not to, would that be deterrent or not?—It would be a very strong case indeed. I am not prepared to say that we have never done that; but it would require a very strong case for the Commissioner to go directly against the wishes of the vestry. Moreover, we have instructions that when there is that conflict of opinion, the matter is to be referred to the Secretary of State.

866. (*Mr. John Burns.*) Wherever practicable, Mr. Bruce, you insist, do you not, upon lavatory accommodation being as near to the cabstand as practicable?—I do not know that that is a condition.

867. Do you make that one of the conditions?—No.

868. (*Mr. Lough.*) Railway cab stands. Do the police exercise any supervision over cab stands in railway companies' property?—No.

869. (*Mr. Hopwood.*) Have the police any opportunity of making arrangements for watering horses on cab stands?—Yes.

870. How is that done?—From the water posts.

871. How is that done?—That is a matter of detail, on which a subordinate will give information.

872. As to the shelters, the return of shelters put in does not include the shelters provided at railway stations, I think?—No.

873. Can you supplement the return by giving them?—We can ask for it, and probably we shall be able to get it.

874. (*Chairman.*) Now, Mr. Bruce, I want to ask you about the railway companies and the privileged cabs. I suppose you can put in the number of privileged cabs?—Yes.

875. Which, in your opinion, are the better as to condition, the privileged or the non-privileged cabs?—I should say the privileged cabs on the whole.

876. I should like to know your views generally on the subject of privileged cabs, the institution of privileged cabs; do you think it serves public convenience, and is a good thing?—I think so.

877. (*Mr. Cunynghame.*) Just one question. You have told us that you have nothing to do with the cab stands in railway stations?—No.

878. They are not, I mean, cab stands selected by you, or licensed by you?—No.

879. Now I want to know, is it legal for a licensed hackney carriage to ply for hire except on a cab stand that has been selected by you?—Yes, it is.

880. What cab stands other than those licensed by you is it lawful for a hackney carriage to stand for hire?—On private ground.

881. That is the question; does not the law say that it is unlawful for a cabman for a licensed carriage to ply for hire in any place, public or private; that is what I should like your opinion upon?—It has been decided, by the case of *Skinner* v. *Usher*: if I may I will read the head-note?

882. Certainly.—"The 6 & 7 Vict. c. 86. s. 33, "imposes a penalty on any driver of a hackney carriage "plying for hire at other than a standing or place "appointed for the purpose. The 32 & 33 Vict. c. 115. "s. 9, gives power to the Home Secretary to appoint, "within the Metropolitan Police District, certain "standings or places for cabs and hackney carriages: "—The Home Secretary having exercised that power "by Order number 29, S, driving a hackney cab, the "property of C, was convicted of plying for hire at a "place within the Metropolitan Police District other "than a place indicated and appointed by and in the "said Order No. 29. The place where S so plied for "hire was private property in the occupation of C, but "to which the public had access, although they pos-"sessed no right of passing there. Held, that the con-"viction was wrong, and that plying for hire in a "private yard or place was not an offence within either "of the statutes."

883. (*Mr. John Burns.*) Do you not consider, Mr. Bruce, that it would be advisable to have police powers for police-licensed vehicles on semi-public property, such as railway stations?—I do not think there is the necessity.

884. Do you not consider it advisable for the police to have the same right of access to semi-public property, both for inspection and for criminal purposes, inside Victoria Station as they exercise on the cab stand outside, and if not, why not?—I do not think it is necessary in the case of railway stations.

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885. Why not, a cabman is not an angel inside Victoria Station and a devil out?—I am speaking of the cabs rather now.

886. Well, but I will take both?—I believe it is a fact that the railway stations do exercise strict supervision over their cabs.

887. Yes, but they have not that police power which you exercise; a railway constable has no power at all; the railway companies assume it for their purposes, but a railway constable is not recognised by the police in law; he has not the power to arrest a man?—I am rather speaking of the condition of cabs now.

888. I will take both cabs and men. A railway policeman has no more power than a porter or a civilian?—No, but the railway company have a power, if the cab is not in condition or is otherwise unpresentable, of saying, "You shall not come here again."

889. Assuming they did not do it, why should not the police exercise that power inside Victoria Station as much as they do it inside an unprivileged cab yard?—I do not know that there is any real objection, but I do not think it is necessary.

890–1. Another point; does not the privileged cab system at railway stations inconvenience railway passengers, when the passengers arriving by a train are in excess of the number of privileged cabs at their disposal?—That I do not know; I cannot say.

892. But you have seen a train come in at Victoria Station from Brighton?—I have seen that, and, as a rule, I think there are plenty of cabs for the passengers.

893. When the privileged cabs are exhausted, what do the public have to do, take their luggage outside on the pavement, and, in so doing, obstruct the foot passengers, and cause non-privileged cabs to congregate outside the railway station; have you ever seen that?—I cannot say that I have.

894. You can see it nearly every fine day at Victoria Station. Have you considered how giving a privilege to a limited number of cabs causes non-privileged cab drivers to congregate in the roads outside the station? Have you ever noticed that?—No.

895. But in the event of such being proved, what would you suggest to remove that difficulty, if it could be proved to result entirely from a limited number of cabs having the privilege?—Possibly put a cabstand, if it could be done.

896. But supposing the only available cab rank in that district was inside the railway station, and that was large enough to receive three times the number of privileged cabs who use it, what would you suggest in that case—not from the railway point of view, but from the general public point of view?—I do not know what I should suggest, but I do not think I would suggest the abolition of the present system.

897. But in the event of it being proved to you that the privilege system necessitated public inconvenience on the footway and the road outside through the congregation of non-privileged cabs, what would you suggest to meet that difficulty?—I am not prepared to say.

898. But surely you have some remedy to suggest for the discontinuance of a public nuisance like that?—Well, one remedy would be to summon the cabs causing the obstruction.

899. (*Mr. Whitmore.*) And if they are not soliciting?—Oh, causing obstruction.

900. (*Mr. John Burns.*) If they are not soliciting they could not be punished?—Yes, for causing obstruction.

901. And would it not be the best way out of the difficulty to remove the incentive for the men to congregate outside the privileged cab yard by insisting that as the railway station was, generally speaking, a public place, it should be free to all cabs, as it in many cases is to omnibuses?—I am not prepared at all to say that that would be the best plan.

902. Do you not consider that it would diminish crawling, and provide cabmen generally with rank accommodation, if privilege railway stations were all served, say, as Waterloo is now served, where everyone has a right of entering on the payment of one penny?—I am not prepared to say. Waterloo has a larger field. There might be great congestion of cabs and great confusion and obstruction and disputes if a small railway station were thrown open to cabs. There would have to be a limit.

903. But upon it being proved that privileged cabs at railway stations were a public nuisance, and if it could be demonstrated that the abolition of that privilege would diminish the nuisance, would you be in favour of its abolition?—I should first of all consider whether there were not some alternative plan.

904. Have you ever received reports from police constables at Victoria, at Charing Cross, and elsewhere about the nuisance to the public of the congregation of non-privileged cabs outside?—I cannot say; there may have been reports; I do not know of them.

905–6. (*Mr. Whitmore.*) I should like to know quite distinctly from you, as matter of fact, have you received no reports yourself in connexion with this matter?—None personally.

907. What is the procedure at the office, supposing a report reached Scotland Yard complaining of obstruction outside Victoria Station; would it not reach you as a matter of course?—I do not know that it would reach me particularly.

908. (*Mr. Lough.*) You have said that you approved generally of the railway system as worked in London with cabs?—Yes; I see no objection to it.

909. Except in the railways, is there any other instance in London of cab stands on private property? I am unable to say.

910. You do not know of any?—I am unable to say.

911. In the return that you have handed in we see that there are 1,452 privileged cabs at the various stations. In effect, then, all these cabs stand on private stands outside your cognizance?—Yes.

912. Do you think it is satisfactory that such a large number should in this way be absolved from your control—from the police control of the metropolis?—I do not see any objection to it.

913. Do these privileged cabs in some instances practically make stands outside the railways, in the streets, for instance, at Victoria, where there is not room in the station? Is there practically a privileged stand outside of which the police have no cognizance?—That I am unable to say.

914. And you do not know anything about Charing Cross where I see there are 153 cabs licensed? Is there room for that number in the station—I mean privileged cabs?—There is not room for 153 cabs in the station alongside the platform, but they go in in Villiers Street, they go in underneath, and come up the platform, so there may be room for 153 actually within the station precincts. There is not room for 153 alongside the platform.

915. But do you know there is room for 153 on the station precincts?—I do not know.

916. Do you know of any other city, have you any experience of any other city—either on the Continent or in England—where such a system as this of London prevails?—No, I do not know of any; I mean I cannot say.

917. (*Mr. Bayley.*) Does it not prevail in Glasgow, do you know?—I could not say, sir.

918–9. (*Mr. Lough.*) Do you know that these railway companies, in addition to having their own privileged cabs, run a 'bus with passengers from their platforms?—Yes.

920. Has that 'bus a plate?—Some have; some have not.

921. Do you know how many have plates and how many have not?—I could not say.

922. Are the drivers of those 'buses licensed?—The drivers of the licensed 'buses are; the drivers of unlicensed 'buses are not.

923. Can you tell how many there are of each?—I cannot.

924. Do you approve of those unlicensed 'buses competing with your licensed cabs in the Metropolis?—I do not know that I can give an opinion upon it.

925. I suppose you would not approve of any ordinary private proprietor, if he did not happen to be a railway company, if I may use these words, running a lot of cabs without plate or licence?—You mean as to whether it is right that the railway companies should compete with the cab trade in carrying passengers from their trains?

926. Yes, without a plate, and without a driver's licence, perhaps, in some cases?—They do not ply for hire, those: they are ordered beforehand. They come under the head of "job carriages."

927. But is it not in effect plying for hire?—No.

928. Well, I will ask you this: If a railway passenger comes in, and there is a 'bus there, cannot he take it?—If it is licensed.

929. (*Chairman.*) These are not questions, are they, which fall within your official cognizance?—I hardly think they are.

930. (*Mr. Lough.*) I would like to put this one. You, of course, have observed that railway 'bus system?—Yes.

931. And you do not approve of it at all?—I do not think it is a question for the police to consider whether it is right or not that railways should compete with the cab trade.

932. (*Mr. Whitmore.*) In whose interests do you conceive that the system of privileged railway cabs exists? Is it in the interests of the railway company or of the public?—I think it is in the interests of the public.

933. And it is on that ground that you defend the system?—Yes.

934. (*Mr. Hopwood.*) As a matter of fact, Mr. Bruce, the police know nothing about the arrangement between the railway companies and the cab proprietors?—Not officially.

935. It has nothing to do with them?—No.

936. You cannot express an opinion upon it either one way or the other?—Not strictly.

937. (*Mr. John Burns.*) I want to ask a question on a matter of policy that I think Mr. Bruce ought to answer. Have you ever received complaints from police constables as to unlicensed private omnibuses from railway station to railway station picking up passengers between the two points?—Unlicensed?

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938. Yes. Have you ever received complaints from constables as to unlicensed, unplated private omnibuses with unlicensed drivers, picking up passengers between Waterloo Station, say, and Euston?—No; I do not remember any.

939. In the event of that having been reported what would you have done as Commissioner?—Made inquiries into the case.

940. And would it surprise you to hear that that is frequently done? Would you post a man on Waterloo Bridge, say, to-morrow morning, to see a private omnibus unplated, unlicensed, picking up fares between Waterloo Station and Euston and St. Pancras?—In other words, plying for hire?

941. Yes, plying for hire; taking people that, if there were not a private omnibus, would take a cab?—I do not know that that has occurred.

942. (*Chairman.*) We are all very much obliged to you for the evidence you have given, and you will remember, no doubt, that there are certain points of detail on which I thought it my duty to check honourable members, and those you will have the goodness to instruct your subordinate official to come fully prepared to deal with?—Certainly.

943. We have received from you the general views of the policy and the conduct of the business from Scotland Yard; we shall receive from somebody under you detailed information about the work on several minute points which were not within your immediate knowledge?—Yes.

The witness withdrew.

Mr. James Scott called in and examined.

944. (*Chairman.*) Mr. Scott, you are, I think, manager of the London Improved Cab Company?—I am, sir.

Mr. J. Scott.

945. How long have you been such?—Since 1887.

946. You will understand at page 11, question 186, we were examining the witness before us on the question whether any undue influence was brought to bear upon the officials at Scotland Yard to secure the licensing of cabs which were not fit to be licensed, and Mr. Bruce told us that he was not aware that anything of the kind was done, and then at that point an honourable member interrupted and said: "At this "point may I interpolate this, because—I say it with "all seriousness—if the allegation that is made both "by masters and men is true, it is a great reflection "upon the inspector. Has it ever reached your ear "that when a cab is inspected, something under the "cushion is very frequently put?—No." "188. Ex-"cept that one anonymous letter?—Except that one "anonymous letter." Now what I have to ask you is whether in your experience anything of the kind is done; do you know or have you any reason to believe that when a man comes to Scotland Yard and wants to get his cab licensed, he puts a sovereign under the cushion in order to propitiate the inspector?—I have no personal knowledge of anything of the kind, sir.

947. (*Mr. John Burns.*) You have heard of it, sir?—Well, I have heard a lot that I cannot assert; but of my own personal knowledge I know nothing of it.

948. You have heard both masters and men make that allegation?—No, I have not.

949. Have you heard masters make it?—I may have, but it is one thing to suggest a thing and another thing to be able to prove it.

950. (*Mr. Whitmore.*) Have you any reason for thinking that the allegation is true?—No, I have not.

951. Do you believe it yourself?—I do not.

992. (*Chairman.*) Well, Mr. Scott, I am bound to say the reason I asked this particular question was that I understood you were in a position to give evidence, not of having seen the thing with your own eyes, but evidence to the effect that you had reason to believe it was true. It appears I am misinformed?—I can only speak so far as our own company is concerned; we have close upon 300 cabs, and I am perfectly certain of this, that there is no undue influence brought to bear on any inspector by any official in our company.

953. (*Mr. Lough.*) Do you know of any means by which an improper cab, a cab that you, as a judge we will say, would not pass, any unfair means by which it may get passed?—The only remedy that I know for detecting a cab of that sort is to appoint a practical man as an inspector.

954. That is a different point; I am speaking of getting them through now, the experience of the past year or two. For instance, do you know of any shuffling, or have heard of any shuffling, I do not say on the part of a large company like yours, by which an improper cab may be passed; do you know of any such thing?—I know of nothing; if the inspector was not a practical man, of course, he might pass a cab that is insufficient for the purpose.

955. Well, you cannot give an instance of that?—I cannot.

956. (*Mr. John Burns.*) Do you consider the conditions of inspection satisfactory?—I do not.

957. Have you any remedial suggestions to offer to the Committee as to the improvement of the conditions of inspection?—Well, I consider that the one thing needed there is that a thoroughly practical coach-builder be the inspector of hackney carriages licensed to ply for hire in the streets, and if he is not a practical man there is always a danger of a cab being passed that should not be passed.

958. (*Mr. Lough.*) Let me put a case to you; did you ever hear this, that a man brings a cab to one station to get it passed and it is refused; he then gives another address and sends it to another station, and the same cab that was refused at one station is passed at the other?—I never heard of such a thing.

959. (*Mr. John Burns.*) Would you suggest that instead of an annual there should be a biennial inspection of cabs?—I do not think there is any necessity for a biennial inspection. A cab should be in a thoroughly efficient state when it is passed for the 12 months, and should last through the 12 months, barring accidents.

960. Then you consider a proper annual inspection by a competent and technically qualified man would serve the purpose?—I do, with this added, that in Edinburgh, where I think they have a very perfect

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system, the inspector is a practical coachmaker, and he goes down into your workshop and sees the work going on when you are repairing a cab or when you are constructing a cab, and it has to be to his satisfaction then, if it is going to be used as a public vehicle; and I think if the powers that they have in Edinburgh were extended to the police inspectors here so that they could go in and out and that sort of thing, it would very materially help them, because it is sometimes almost impossible for a man to see through paint and putty and varnish, and it would be better if he saw the repairs while they were going on and the vehicle in course of construction.

961. What do you think of the surprise visits of inspection on the part of the police?—I would be pleased to have them.

962. Have they ever been to your place?—We have had them this week, not as to carriages, but as to another matter.

963. But have you ever had them before?—No.

964. How long have you been without the pleasure of a visit?—Seven years now, I think.

965. Have you ever been subjected to night inspection by the police?—For what, sir.

966. Either of your cabs on the ranks or of the cabs and horses in the yard?—Not that I am aware of.

967. And so far as you know the night inspection by surprise visits of the cab inspector is of a most perfunctory, not to say nominal, character, so far as you know?—So far as I am aware; of course, I am not there night and day.

968. Would you be prepared to give the Committee in memorandum form your opinions and views as to a complete inspection of cabs, not only when first licensed, but a periodical inspection by a visit to stables and a night visit to ranks or shelters; you would have no objection to oblige the Committee?—No, if I were asked I would, but, as I have said, I consider that one thorough inspection of a cab once a year is quite sufficient for that cab.

The witness withdrew.

Adjourned till Monday next at 11 a.m.

THIRD DAY.

Monday, 25th June 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

MR. HENRY CUNYNGHAME.
MR. F. J. S. HOPWOOD, C.M.G.
MR. E. H. BAYLEY, M.P.
MR. JOHN BURNS, M.P.
MR. T. LOUGH, M.P.
MR. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

MR. EDWARD WARE, ex-Superintendent P.C. Office, called and examined.

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969. (*Chairman.*) I believe you are ex-superintendent, Mr. Ware?—I am, sir.

970. How long were you in charge of the Carriage Department?—Partially from 1864, sir; wholly for the past 12 years.

971. And you have only lately retired?—Just retired, sir; in February last.

972. So that you have had some 30 years' experience off and on?—About that, sir.

973. You have been present at our previous meetings?—I have, sir.

974. And you have heard what Mr. Bruce said, and you will remember that on many questions of detail Mr. Bruce said that he would prefer to leave the answering of them to you, where you had practical knowledge, and he only had knowledge of the general principles?—Yes, sir.

975. Is there anything that you would like to add on your own account now, before I begin questioning you on what Mr. Bruce said?—I do not remember anything; I generally concur in what was said by Mr. Bruce.

976. Perhaps you heard Mr. Scott from the Improved Cab Company say the last time we met that his yard had only once been visited in several years. What have you got to say about that?—The visitation of proprietors' yards, sir, is made as a rule upon the reports that are made against the several proprietors' horses or carriages, and the yards are visited on those occasions, but not otherwise, unless it were for the sanitary purposes of the premises or something in that way, or unless a night inspection were directed.

977. I see; well, supposing the yard was in a satisfactory state, and there was no ground for any one to make a complaint about it, you would not visit it?—It would not be visited, sir.

978. Then you think it is quite likely that what Mr. Scott said was the fact, and that the yard had not been visited?—Quite so, sir; if the proprietor's yard is in good condition and the horses and carriages are satisfactory.

979. (*Mr. John Burns.*) Then I understand you lock the stable door when the horse has been stolen?—No, we do not allow the horses to be stolen, sir. I can only speak from my own thought.

980. (*Chairman.*) How many cab yards are there in London?—I am unable to say, sir; some proprietors have several yards, some have only one.

981. Do the inspectors visit according to localities; I mean, does one inspector inspect the yards in a certain area?—They are limited to districts, sir, except on night visitations, when they might receive instructions to visit other places, other districts.

982. When you were in the service you mean you had only one district?—I had no district; I was at Scotland Yard receiving the reports and acting under the Commissioner's instructions.

983. You supervised the inspection by the other people?—Yes, sir.

984. So your knowledge extends all over London?—As a rule, sir.

985. Not being confined to one particular district?—As a rule, sir. There might have been instructions and regulations in existence since I left on the 1st of February last with which I am not acquainted.

986. We can only expect you to speak of your own experience up to the 1st of February. It might have occurred—I judge from what you have told us already—that some yards might never have been visited at all?—Yes, such a thing might happen.

987. When the yards are inspected, are the visits surprise visits, or are they arranged beforehand?—Never arranged beforehand, sir.

988. It has been suggested, you will remember, that the existing inspectors are not properly qualified for

their work; they have not the technical knowledge required for satisfactory inspection; do you think that, or do you think they are well up to it?—I do not think they are selected on that account wholly. There are cases where inspectors have been wheelwrights and persons having knowledge of horses, but those matters are taken into consideration with their experience in the police and various other matters, temporary duty when other inspectors have been absent, and other matters which may show them to be desirable.

989. I suppose the cases where they have technical knowledge are the minority?—I have no means of saying that; I do not remember.

990. Well, then, I will put it this way, in the cases where the men have no technical knowledge do you think that the system is a satisfactory one?—I do not see the objection to it that an outside person might. Shall I give you an instance, sir?

991. Yes, please.—Some years ago there was a veterinary surgeon appointed to the Metropolitan Police, and his duty was, amongst other things, to inspect cab horses that were reported as being unfit for public use. He was a qualified man, and the Commissioner of Police was also beset with the opinion of other qualified men, the proprietor's veterinary surgeon, or other of the district who might be brought into requisition, and there was a conflict of authority between the two veterinary surgeons. I may state now that proprietors tell me that the public carriage inspector was about the best man to visit upon complaint of horses and carriages, particularly horses, for if a police inspector with his general knowledge of the world could see there was anything the matter with the horse there was no gainsaying it, there was something the matter with the horse; whereas if a veterinary surgeon went to see the horse he got inside and said there was incipient disease and so-and-so. The safest plan, I think, is to fall in with the view of the proprietor who said that when a police inspector could see there was something the matter with the horse there was no gainsaying it, there was something the matter with the horse.

992. You mean the horse must be dead lame, or the inspector would not find it out?—They trot them about theyard, and make them trot and run, if a horse is reported as being lame, and if the horse shows no sign of lameness, why it does not take a qualified man to give an opinion on that subject.

993. Granted that the present inspectors are properly qualified, do you think there are enough of them?—No, sir.

994. How many do you think would be required to do the work?—Half more sir, nine men; I consider that would be the minimum. May I say further, sir. In 1870 the public carriages were under 7,000, in this past year I do not know what it may be, but when I left the cabs alone numbered somewhere about 10,500.

995. You are giving the figures offhand?—Offhand, sir.

996. Subject to correction by the report?—Subject to correction.

997. (*Mr. Hopwood.*) Your point is that the public carriages have doubled, but your staff has not increased?—That is my point, sir.

998. (*Chairman.*) But as matter of fact, do you think that bad cabs do get on the street?—Occasionally, sir.

999. And how do you account for that?—The desire of the proprietor to earn as much money as he can, sir; but I think they are discovered. I think the inspection by the police generally, and the arrangements made, are sufficient to detect it; they may run about for a quarter of an hour, an hour, or two or three hours, they may escape even altogether for the day, but they will not do so long, sir.

1000. Do you think that the present system of having no restriction on the number of licences is a good plan or a bad one?—The proposal to limit them would be a bad one, sir.

1001. Would be bad?—Yes, sir.

1002. You think the present system is the best one?—I do, sir.

1003. The unlimited licences?—I do sir. As for the limitation of cabs, sir, may I read a report made by me on the subject in 1890?

1004. Yes, certainly?—"Cab licences, like everything "else, are governed by the law of supply and demand; "cabs would not be in the streets if the earnings were "not remunerative, and with such a wide area as the "Metropolitan Police District limitation would not be "practicable. For the increase of the cab riding "population, say at Chislehurst, might demand an "additional supply of cabs there that could not be "licensed, because perhaps applications for additional "licences were already existing at Hendon, Staines, "Croydon, Loughton, Barnet, &c., and so proprietors, "drivers, and the public would suffer, besides which a "proprietor leaving Chislehurst for Greenwich might "overburden Greenwich and leave Chislehurst with "none at all, but whatever might be done in the matter "of licences, it would not relieve congested streets, "for drivers would be sure to flock to where money "was to be earned. Making drivers' licences depend "upon the number of cabs licensed, and so allowing "drivers to make their own terms and control "the trade, is not wise nor desirable. A proprietor "could not go from Greenwich to Barnet to live, or "from Staines to Stratford, unless he took his drivers "with him, then he could not compel them to stop "there, and men becoming drivers and discontinuing "the use of their licences might cripple the trade, "for others could not be licensed in their place. There "ought at all times and in all places drivers to be "found for proprietors to select from, and not to be "under compulsion either to employ a man he has "no regard for, or keep his horse and cab at home. "If the proportion of 12 men to 10 cabs were acted "upon, temporary drivers known as butterflies might "reduce the proportion and reverse the numbers to "10 drivers to 12 cabs. Every driving licence bears "date of issue and is in force for 12 months from "that date, 32 & 33 Vict., c. 115. s. 6, and Secretary "of State's Order 37, there is no provision in law "to compel a man to use his licence, and it is difficult "to see how it could be enforced. A man may be "ill or die or he may obtain, temporarily, more "profitable employment, or he may not be able to find "an employer who would employ him, or it may be "that holding a licence as cab driver, omnibus driver, "and conductor, he may not require to use either more "than four months each, and there are many pro-"prietors who hold a licence for use only in case of "emergency, and perhaps may not want to use it at "all, and it would be very hard to refuse to renew "licences in such cases. A driver's licence is 5s., and "if a higher charge were imposed for a 'summer "'month licence' every man would pay the less sum for "a licence to be in force for 12 months."

1005. I have your opinion, then, very clearly, that you are not in favour of restricting licences?—I am not in favour, sir.

1006. Well now, some people think that the unrestricted issue of licences tends to bring down the class both of drivers and cabs; I mean, tends to put a lot of inferiors in the streets, and to drive out the better sort of men and cabs. Does your experience confirm that view, or otherwise?—I think otherwise, sir.

1007. During the last 30 years you have had to do with this business. I suppose you must have seen a great deal of drivers, as well as of cabs?—Yes.

1008. Should you say that the class which drive now, taking them as a lot, are better, or worse, or the same?—Much better, sir; far in advance.

1009. Far in advance?—Very far in advance.

1010. You mean in respect to ability and intelligence?—Just so, sir.

1011. As to their aptitude for their work, knowledge of driving, do you think they are also improved?—They are superior, sir.

1012. They come from every possible and imaginable class of men, do they not?—Doubtless, sir.

1013. A considerable number, I believe, come from driving trade carts and vans, butchers' carts, and so on?—Yes, but I think the sympathy with the occupation would limit the applicants; that is, if a man has no taste for horses or carriages he will not apply for a licence in that direction.

1014. Do you really think that?—I do, sir.

1015. Do you not, in your own experience, see a great many men applying for a licence and practising as drivers with, at any rate, no knowledge of it?—They are very soon out of work.

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1016. They are very soon out of work?—Yes, sir, they do not follow it up. I should say, giving an estimate, sir, 12 out of every 18, or more, are men who are skilled with horses and have an acquaintance with driving.

1017. Before they come?—Before they come.

1018. They do not learn it all on the cab?—No, they do not, sir.

1019. I quite understand what you have just now said, that you are not in favour of limiting, but supposing, on the other hand, it were decided to limit the number, do you think that cabs could be licensed to ply in a certain district, and restricted to that district; would that be practicable, do you think?—I do not.

1020. You think that could not be managed?—It could not be done, sir—if you gave permission, say, to a man to take out a licence to ply in a particular district and restricted him to that district, and he did not take out a licence for other districts, and if a person wanted to drive, say from Epsom to Islington, the effect would be that he might have to take half-a-dozen different cabs. A person might be going to a ball or might be dressed for the theatre, and if he got into a cab holding some peculiar licence he would not be able to occupy that cab while being driven from one suburb to another, or towards London, because of the prohibition of the law, unless the driver of it had provided himself with three or four or more badges.

1021. The fare would have to change and get out and get another cab?—Yes, sir.

1022. Does your recollection go back to the time when we had sixpenny fares?—It does, sir.

1023. I mean your official experience?—It does, sir.

1024. Sixpenny fares were still going when you took on this work?—Yes.

1025–30. In what year were they abolished?—In 1870; they were partially abolished before that in the Metropolitan Streets Act, 1867, in this way: section 26 of the Act put the driver in the position of being able to claim a shilling for a cab taken off a standing; where a hirer engaged a cab from a stand the cabman was entitled to charge a shilling.

1031. (*Mr. Hopwood.*) If he hired a cab elsewhere than from a stand he would pay sixpence?—The driver could not enforce the shilling. So far as I understand I do not know of my own knowledge, because I have never been consulted on Acts of Parliament in these matters, but I have heard it was done with the view to prevent crawling in the streets.

1032. (*Mr. Whitmore.*) That was between 1867 and 1870, that state of things?—Between 1867 and 1870.

1033. (*Chairman.*) Then in 1870 the sixpenny fares were abolished altogether?—Yes, sir.

1034. You do not know why?—I have no knowledge.

1035. You only know the fact that they were done away with?—Yes.

1036. Did the sixpenny fares, as far as your experience went, work well?—As far as my experience goes they worked well, but there was discontent with the sixpence.

1038. You do not think it would be policy to go back to them?—I do, sir; I think proprietors would wish it as well.

1039. It was suggested the other day that they would be very popular in the City, in a limited area like the City. Where people are constantly going very short journeys from one place to another as in the City sixpenny fares would tempt them to travel much more by cab?—Yes, and benefit the trade, sir.

1040. (*Mr. Whitmore.*) You think they might be popular in the City?—I do, sir.

1041. Do you agree generally with the cab drivers' view that the sixpenny fare would not be beneficial to them?—I only speak of my own view, sir.

1042. I know; what is your view?—That the sixpenny fare would benefit the trade.

1043. Not merely in the City, but everywhere?—Everywhere in the district.

1044. (*Mr. John Burns.*) You are in favour of the sixpenny fares?—I am; in fact in my experience I have only come across a very limited number who think otherwise, only there is a disinclination to start the sixpence.

1045. (*Chairman.*) Have you any other views about the present tariff, the scale of charges; would you like to alter it if you could alter it with your own power; would you make any change in it?—Yes, sir; on the refusal to pay I should like to——

1046. That is another thing. On the question of charges, as I understand, you are in favour of introducing the sixpenny fare?—I am, sir.

1047. What do you mean by the sixpenny fare; do you mean sixpence for every mile, sixpence for the first mile, or what?—Sixpence per mile, sir; preserving the radius; I am in favour of retaining the radius.

1048. No difference between the first mile and the second mile?—None whatever, sir.

1049. You were here when that machine was put on the table?—I saw it, sir.

1050. Without asking what you thought of that particular machine at present, do you think that any machine of that kind, some sort of mechanical device of that sort for that purpose, would be an advantage?—I do not, sir; not for London, sir.

1051–2. Do you hold that opinion only because you think it would be too complicated and difficult? Is that what makes you object to it?—No, sir, I think of its inapplicability.

1053. I mean, that it is not only that the thing looks complicated and difficult?—Not at all, sir. This machine, like all other machines, works on the hub of the wheel. There is no law saying that the wheel of a cab shall be of a particular diameter, that the wheel of a cab shall be exactly such and such a diameter; and there is no law at present which says that the evidence of a machine shall be accepted, and as evidence before a magistrate. Even if that were so, there is nothing about the machine, in case of summons, being taken before the magistrate. There would be nothing to show that the machine might not have been tampered with, or to show that that was the identical machine in use at the time. Putting that aside, it works on the hub of the wheel. A wheel three feet in diameter would cover nine or ten feet in circumference at one revolution. If the wheel were five feet in diameter it would cover 16 feet or close on 16 feet in circumference, so that the one revolution in the one case would show 16 feet, and in the other case between nine and ten. Any variation in wet weather might even make a difference in a machine of that kind, because the circumference being rather more than three times the diameter—perhaps I am saying too much, sir?

1054. No; finish what you have to say, please?—I was going to say if the diameter of a wheel were increased $\frac{1}{16}$th of an inch it would be $\frac{3}{16}$ths in every revolution, and in the course of a long journey might make an additional sixpence, as the case might be.

1055. And you do not approve of the taxameter at all; you have no particular remarks to make on that one that was shown here?—Nothing further than that.

1056. (*Mr. Whitmore.*) What you are saying would apply to any mechanical contrivance of that kind?—I have seen a dozen of them; I think man's intelligence is superior to the construction of a machine, sir, and they all depend upon the driver being honest in working the lever. If the driver is honest he is honest, if he is not honest he would not turn the lever to set the thing in motion more than he could help.

1057. (*Chairman.*) Now, on the question of bilking that you intended to speak of just now, would you like to see an alteration of the existing law about that?—So far as I am myself concerned, sir—I am only speaking for myself, sir; shall I read——

1058. I understand all this evidence is only your own; you do not any longer speak for Scotland Yard, because you have retired?—Only my own, sir.

1059. You do not commit anyone but yourself; those are your individual opinions founded on 30 years' experience?—Yes, sir.

1060. And what are your views about the law of bilking?—First of all I think the limitation of seven days within which a driver can claim his fare should be abolished. 6 and 7 Vict. c. 86. s. 38, says, "And "be it enacted that all complaints under the pro- "visions of the said recited Act of the reign of His "late Majesty or of this Act or of the orders and regu- "lations made in pursuance of either of them, except "such as shall be made by the direction of the Com-

" missioners of Stamps and Taxes, and except in cases " where some other term of limitation is specially " provided by this Act, shall be made within seven " days next after the day on which the cause of " complaint shall have arisen," and I think seven days is much too short for a driver with a hirer he has never seen before.

1061. Have you any other views about the alteration of the law?—I think the driver should be able to claim in advance, and not be obliged to drive anybody; he is obliged to drive; he is not like an ordinary shopkeeper who can please himself whether he serves me with an article that I go to buy or not. A driver is bound to take a man, and it seems to me that when he is bound to take a man, he should have some opportunity of being paid, or some approximate idea of receiving his money.

1062. You think he ought to be empowered by law to demand his fare in advance if he likes?—Yes, the law gives him power of claiming a deposit upon waiting now. Then I think the driver should be able to give a person into custody like a tramcar or railway official or like eating-house keepers. Many of those things show themselves to be frauds, and where the fraud is apparent I do not think there would be any objection at all to empowering the drivers to give the man into custody. But, at the same time, I think that a police inspector, when the man is brought in, should have the power of detaining the person and satisfying himself of his *bona fides*, detaining him until his address were confirmed or his position were confirmed.

1063. (*Mr. Cunynghame.*) On the subject of taxameters, I think the present fares are counted as the crow flies, are they not?—No, sir, along the road.

1064. Has that been tested? I mean, if I drive a mile, and I were disputing before the magistrate, would the magistrate decide according as the crow flies or from point to point according to the nearest road?—According to the roadway.

1065. I think the point you mentioned about the size of wheel could be got over by an adjusting apparatus on the taxameter as in bicycles; they have machines in the shops by which they can measure?—I see difficulties here unless you have the owner of each machine to do it. I would not allow anyone to do it but the proprietor of the machine; then he would have to give evidence before the magistrate on the subject, sir.

1066. I want to ask you about railway stands; as I understand it, it is against the law for a cab to ply for hire in a railway station without being licensed?—That is so, sir.

1067. And that has become law, I think, by 32 & 33 Vict., c. 115?—That is so, sir.

1068. And not till then?—That is so, sir.

1069. Well, now, I think there is also a law which says this:—6 & 7 Vict., c. 86, s. 33, " that a cab may not ply " for hire except on a cab stand appointed for that " purpose "?—That is so, sir.

1070. Does it not seem to you to follow from those two propositions that if a cab stands in railway stands which have not been appointed by the Commissioner, it is breaking the law?—The judges have decided otherwise.

1071. In what case?—In the case of Case *v.* Storey and Skinner *v.* Usher.

1072. What is the date of those cases; give us the reference to them?—Skinner *v.* Usher is reported in *Weekly Reporter*, 25th May 1872, sir. Case *v.* Storey, I think, was before the other.

1073. The case that was cited the other day does not apply to what we are dealing with now, because it was before the Act of 32 & 33 Vict.?—I think it was held to be good, so far that the driver could refuse to carry while he was on the premises of the railway station.

1074. What was held was that before the Act of 32 & 33 Vict. it was no offence to ply in a private place?—No offence.

1075. But in 32 & 33 Vict. the words " public place " were left out, and it was made an offence to ply anywhere?—That is right, sir, anywhere within the limits of the Act.

1076–7. Anywhere within the limits of the metropolis?—Within the limits of the Act.

1078. And a railway station would be within the limits of the Act?—I am not able to decide that.

1079. That is the second case which apparently you have cited which I have not yet seen?—Yes, sir.

1080. Now I should like to ask you a question about lost luggage; is it within your knowledge whether a certain amount of luggage that is lost in cabs in London is never recovered?—I think you had better ask the inspector; I had nothing to do with the lost property office at the time.

1081. Certainly. Although in your experience the men are improving very much, there are a good many men in the cab-driving profession who are still guilty of a good deal of rudeness?—I have heard so, sir.

1082. What was your experience, so far as you know, when you were inspector?—It is very much individualised, sir; it is not a general thing.

1083. Now of course it would be very much to the benefit, I suppose you would say, of the whole cab trade if some stringent rules about politeness could be brought in. I mean it would improve the whole hiring of cabs?—Possibly so.

1084. Are you not of opinion that many people, particularly ladies, hesitate to hire cabs at present on account of the anticipated rudeness of the drivers?—I have had no personal knowledge of that, sir. I had a lady call on me one day in very great haste and say: " Oh, Mr. Inspector, I just called to tell you that I had " a cabman who was very polite to me; I paid him his " regular fare and he said 'Thank you.' "

1085. (*Mr. John Burns.*) That was not Mrs. Giacommetti Prodgers?—That was not, sir.

1086. (*Mr. Cunynghame.*) Do you not think that the power of arrest without warrant in the case of a disputed fare might give rise to terrorism by the cabmen over ladies and persons of weak mind?—It might or it might not, sir.

1087. According to the weakness of their mind?—It would be unwise to give the power absolutely, but when it is backed by the power which I propose should be given to the inspector on duty at the station to satisfy himself, I think there would be no danger.

1088. Let me just understand you, Mr. Superintendent Ware. This is what I want to have clear. Supposing a gentleman, we will say, has taken a cab and driven to a particular house, and the cabman were to demand 3*s.* 6*d.*, and the gentleman were to say, " I consider 2*s.* 6*d* sufficient," and supposing the person driven happened to be wrong, that the fare was 3*s.* 6*d.*, do you mean that you would give any power of arrest in that case; would you give the cabman the power of saying, " If you do not " pay me my right fare I will arrest you? "—The hirer has the power to compel the driver to take him to the nearest police station, sir.

1089. No, but I am asking what power of arrest you would give?—Yes.

1090. Would you give the driver power to take the man to the nearest police station?—Yes, I would give the driver the power.

1091. Supposing it were a man in the City, he would pay what the cabman demanded rather than lose his time?—As a fact he might summon him for his overcharge, the law provides that where a cabman receives more than he is entitled to he may be summoned for the over charge.

1092. He would miss his meeting in the City or his business?—He would pay the money and then summon the driver.

1093. (*Mr. Whitmore.*) He need not take out the summons at once?—Within seven days.

1094. (*Mr. Cunynghame.*) Follow what I am driving at. You see the man might lose his fare, the gentleman might lose his time, but what I am coming to is this; might not that power of giving a man into custody be misused to extort fares out of people?—It might for a limited time, sir; till it was generally known. What I mean to say as to that is this, that people would make themselves acquainted with cab fares in a very short time, and would not hire the cab without being themselves acquainted with the distance they would be travelling.

1095. True, but there may be a *bonâ fide* dispute, and a cabman knowing that a man is pressed, may purposely demand more than his fare, and you may have a person

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quite willing to give a shilling in addition rather than be dragged to the police court and lose his day?—There might be individual cases of that kind, but I do not think they would be general, sir.

1096. Of course it is reciprocal, both sides?—Yes, sir.

1097. You mentioned other cases of power of arrest, would you give us other instances of power of arrest for not paying a sum due?—Eating-house keepers, sir, I think.

1098. You mean if a man goes into an eating house?—Knowing he has no money, sir.

1099. Oh! that is different; suppose the eating-house keeper says, "I charge you a shilling," and the man says, "No, sixpence is the right amount, and here is "your sixpence," can the eating-house keeper arrest him?—No, sir, I think not.

1100. Nor do I; can you give another case?—Where fraud was evident, I said just now.

1101. Ah! where there was fraud, that might be another matter?—I said that just now.

1102. You would not be for doing it except in some case of fraud.

1103. (*Mr. Whitmore.*) Not where it is a mere dispute as to the amount of fare?—No.

1104. (*Mr. Cunynghame.*) But would you give that power of arrest, without warrant remember?—Yes, sir, where the fraud was apparent.

1105. (*Mr. Lough.*) But one minute ago you said if a gentleman drove to a house and paid 2*s.* 6*d.* and the cabman asked 3*s.* 6*d.*, then you would allow the driver to take him off to the nearest police station?—I said the hirer had the right to take him to the nearest police station.

1106. But you said you would give the cabman the power to take the gentleman to the nearest police station; you would be in favour of that? Let us be quite clear. Where the gentleman did not pay as much as was asked, would you be in favour of the driver saying to him, "You get into the cab and I will take "you by force to the nearest police station"?—No, if he is driving a gentleman or a person where the circumstances, the suroundings, are apparent, the driver would be wrong in doing it, and the magistrate would punish the driver for that action.

1107. And do you agree with the last witness who was before us that it is unnecessary to give the gentleman the power to compel the cabman to go to the nearest police station?—He has the power.

1108. He has; but would you continue that power? The last witness said he would not, he did not see much use in it?—I would, sir, if the hirer chose to direct the cabman to drive to the police station, I would still give him the power to do so.

1109. Do you not think that would waste the cabman's time with a person who was impecunious?—It happens both ways.

1110. Is it fair to give such a power to the hirer?—It is already done.

1111. I say do you consider that wise and fair?—I could not say as to the wisdom of an Act of Parliament.

1112. I am asking you to criticise an Act of Parliament; put yourself in that position then; it is a new one perhaps to put yourself in. Do you think that it would be a good thing that that provision which now exists should be done away with or that it should be continued. Think for a moment?—My thinking would be this, if you give a driver the power, I certainly would retain this and give the hirer the power.

1113. So would I; but suppose you gave neither the power to do it, what would you think of that?—Well, then, I think the driver should be allowed to take his fare in advance.

1114. I see that; but supposing he has not taken it in advance; that is the point, you see?—If the driver has a reasonable excuse for refusing to carry a man he would be justified in refusing to carry him.

1115. That is another point?—It is very fine, sir; I hardly know how to separate these matters.

1116. In your day I suppose there were a good many people who held duplicate licences, such as a tramcar driver's licence and also a cab driver's licence?—That is so, sir.

1117. What do you say to the system, do you consider it an advantage or a disadvantage?—An advantage.

1118. That the men should be able to do both, according as the trade requires it?—Yes, sir.

1119. (*Mr. John Burns.*) Mr. Ware, you said that no steps were taken to inspect yards unless specially reported upon?—Or where the inspector received instructions for a night inspection, sir.

1120. But do you consider that a satisfactory method of inspection?—I do, sir.

1121. Do you not think that the surprise visit and the unannounced inspection is the best method of seeing that things are right?—In both circumstances the visits were surprise visits, unknown, sir.

1122. Yes, but if as you said in the answer to the following question you were unable to tell the number of yards, that proves that there must be inefficiency and neglect of both systems, day inspection and surprise inspection?—I do not see it, sir.

1123. Well, but if you do not know the exact number of yards and their location, it is impossible for you to give adequate inspection, either surprise or otherwise. Ought not every cab yard to be registered in the local police station and the yards regularly inspected?—That is a point I have not thought of, sir; not the registration of the yards as well, sir.

1124. You would admit the present system is defective if the total number of yards and their location is unknown?—I do not admit it is ineffective.

1125–6. When there is no register kept at the police station?—Not of the proprietors of the yards. I do not think the fitness or the unfitness of the cabs or horses is affected when there is no register kept at the police station.

1127. When coupled with the fact that no inspection is made unless specially asked to be made?—No, sir, I do not think so; I think the inspection would be quite sufficient for all purposes.

1128–30. Well, I have only this to say, that if the sanitary laws were treated in a similar way we should have a death rate of about 40 per 1,000 through infectious diseases alone; if the sanitary official inspected houses in the casual and perfunctory way in which cabs apparently are inspected, I should be sorry to vouch for London's health. Now you say that you supervised inspection by other people?—That is it, sir.

1131. What steps did you take to check that inspection. Did you go round the yards yourself?—Certainly not, sir.

1132. Well, how did you get the reports of the inspections?—They used to send them to the Commissioner's office.

1133. But did you not visit the yards and the property the men inspected to see that the men carried out their work?—I did not.

1134. Did you think it your duty to do it?—I did not, sir.

1135. Scotland Yard standard is very low if that is the sort of surprise visits or that the method in which they were conducted?—And I do not remember if such had been appointed my duty.

1136. (*Mr. Whitmore.*) You are referring now to the previous question?—The previous question.

1137. (*Mr. John Burns.*) What about surprise visits, how were they arranged, and when were they done?—In this way, sir; if a horse or a carriage were reported, it would be the duty of the inspector to pay a visit to the proprietor's yard and see that particular horse or that particular carriage. The proprietors would have no knowledge beforehand of his coming, and then when the night inspections——

1138. Then am I to gather from you that both the local and the central inspector only inspected cab yards, harness, and horses upon complaint made to them by someone who reported?—Or night inspections, when they were directed to make night inspections.

1140–1. (*Mr. John Burns.*) Directed by whom?—By the Commissioner.

1141. But do they not do it on their own local initiative as part of their duty?—Yes, this far, when a horse and carriage were reported,

1142. Independently of that?—When a horse or carriage were reported and the inspector had visited that yard in consequence, he would constantly visit that yard to see that the horse or the carriage was still at rest or not at work.

1143. But it might happen, might it not, Mr. Ware, that yards and horses and cabs of which there had been no complaint might evade inspection and yet be in a worse condition than those about which complaints had been made?—I do think so, sir.

1144. (*Mr. Whitmore.*) Perhaps you are putting that rather too strongly, if I may say so; at all events it would be possible that yards might escape inspection altogether through a whole year?—It is possible, but only possible.

1145. (*Mr. John Burns.*) Are you aware that in several provincial towns they have very efficient inspection of cabs, horses, and harness by the appointment of practical men in the representative departments?—I have not heard of that.

1146. You have not heard of the result of that at Edinburgh and other towns?—No, I have no knowledge of Edinburgh or other towns, except that when I went holidaying I looked about them.

1147. What have you to say about the carrying of sick persons, persons suffering from infectious diseases?—It is prohibited now.

1148. But do you think it has been done?—We know it has, sir. I think there are two or three cases within my own knowledge; there are only about two or three. The fact is this, sir, if I may explain before we go on. A driver is called upon to take a person to a hospital, and he says, "What is the matter with him?" The reply is, "Rheumatism," or something of that kind, and the driver becomes aware for the first time that the person is suffering from an infectious disease when he is informed by the superintendent of the hospital.

1149. (*Mr. Whitmore.*) After he has got there?—After he has got there.

1150. (*Mr. John Burns.*) Then the harm is practically done?—I do not believe the driver would have taken the person otherwise, sir.

1151. Now, do you not think that a better plan would be to save the public from risk in these cases, that upon every local authority the responsibility of carrying infectious patients should be thrown, and that it should not be done under any circumstances by public vehicles?—It is not done in the metropolis—well, only in those obscure cases; in the metropolis it is prohibited by Act of Parliament, by the law.

1152. An obscure case of carrying smallpox to Stockwell Hospital would be sufficient, perhaps, to infect the whole neighbourhood?—But I do not think the cab driver would be sufficient to diagnose, to determine a case himself; if you leave it to the driver I do not think he would.

1153. We will leave that point, and we will come now to the limitation of licences; you regard that as being bad?—I do, sir.

1154. And, I gather, impracticable for the purpose?—Yes, sir.

1155. You said that cabs would not be in the street unless it were remunerative?—That I grant still.

1156. Does not that apply to shops just as well?—Yes, sir.

1157. And you know the proportion of shops that fail from bankruptcy and so forth?—No, I do not; I know shops do fail.

1158. Why should the public walking or riding through the streets suffer either through liability to accident and general inconvenience, the consequences of an unrestricted issue of licences?—I do not think they do, sir.

1159. Do you not admit that frequently in the neighbourhood of Charing Cross, the Strand, Regent Street, and Oxford Street, there are not every day inconveniences and accidents and obstruction due to the excessive number of cabs?—Yes, that is a street limitation.

1160. No, no, no?—A limitation of the general numbers I have been speaking of before, but if you limit the number in the street ——

1161. We can only get to the removal of the general inconvenience by the restriction of the individual licence; do you not admit that the Strand, Oxford Street, Regent Street, and other places show evidence of obstruction and nuisance and inconvenience through too many cabs being in the street?—I think they would be in those congested places just the same if you were to limit the general number of licences.

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1162. (*Chairman.*) But that is not quite the question Mr. Burns asked you. Do you not admit there is inconvenience from too great numbers in these places?—I do not know any, except what comes before one in the shape of allegations and things of that sort.

1163. (*Mr. John Burns.*) But you have seen it with your own eyes in the Strand?—I have seen a number of empty cabs. They would not be there if money was not to be earned.

1164. (*Chairman.*) You must answer the question put to you, and not put in your theories; do you or do you not—you are not forced to admit it—admit that there is public inconvenience caused in the particular places that Mr. Burns has named by the great number of cabs in the street?—I admit that.

1165. (*Mr. John Burns.*) Well, what is your remedy as an officer for that condition of things?—An Act of Parliament, sir.

1166–7. An Act of Parliament, what for?—For regulating the traffic of the metropolis, sir.

1168. The police already have the power of regulating the traffic, would you ask for increased stands as a means of avoiding it?—No, sir.

1169. Well, in what way other than the restriction of licences and approximating the supply of cabs to the demand would you get rid of this congestion?—Only by giving the Police Commissioner power to prohibit the number of cabs that may go up and down the streets empty.

1170. They do that to-day; and the cabmen's complaint is that in the Strand they brutally exercise it, especially at night time?—I am not aware of that, sir.

1171. I gather from your previous answers, Mr. Ware, that you are in favour of a margin of men over and above the actual number at work, from whom masters might employ other drivers for new cabs or other vacancies as they may occur?—Yes, sir.

1172. But supposing that a disproportionately large number of men were attracted to the trade, and the margin got disproportionately large, with the result that wages were generally reduced below a living standard, would you put some limit to the margin?—Not on account of wages, sir.

1173. No, but would you put some limit to the margin?—No, I would not restrict them in any way.

1174. Not by restricting the number of licences?—Not by restricting it in any way.

1175. Then if there was enough work for 10,000 cab-drivers in London and 25,000 or 30,000 men felt disposed to take up licences you would allow that condition of things to continue?—I would, sir.

1176. And you think in so doing it acts for the public convenience?—And the cab trade would benefit by it.

1177. In what way?—Giving the opportunity to proprietors to make selections of better men, better educated men.

1178. But does not that cut both ways?—Possibly so, sir, but I would not limit the licences.

1179. You said that the character of the cabmen was superior to what it had previously been?—Much superior.

1180. But is not that rather due to the general effects of education than to the condition of the cab trade?—It might be, sir.

1181. But do you think that the men's condition, from a wages point of view, is better than it was?—I do not know anything about the wages, sir.

1182. Have you not considered it?—No, sir.

1183. Then you would not be surprised to hear, perhaps, that whereas in 1869 or 1870, cab drivers were earning between 40*s.* and 50*s.* a week, they now do not earn more than from 25*s.* to 30*s.* per week?—I have no knowledge of it, sir.

1184. Is not this disproportionate reduction in their wages due to the inability on the part of the men to earn

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the same wages as they previously did, owing to their being more cabs than are asked for?—I do not think so, sir.

1185. (*Mr. Whitmore.*) Assuming that there has been such a disproportion.

1186. (*Mr. John Burns.*) Assuming that, yes. With regard to sixpenny fares, do you believe that the increased riding the sixpenny fares would create would give a balance of advantage to public, cab owner, and driver?—I do, sir.

1187. How would you enforce the sixpenny fare; would you let the legal tariff of fares be as it now is, but allow them to charge sixpence?—Sixpence per mile, sir.

1188. Sixpence per mile?—Yes, sir.

1189. And you would adapt the tariff to that alteration?—So far; I would abolish the shilling for the first hiring.

1190. You would abolish the shilling for the first hiring?—Yes, sir; that is as far as my individual opinion is concerned.

1191. What have you to say about the radius?—I think it is best as it is.

1192. Do you consider, with the rapid growth of London in all directions, but mainly westward, that the time has arrived when the radius should be altered?—No, sir.

1193. (*Mr. Whitmore.*) Have you never had any complaints from the outlying parts of London as to the present radius?—I think there are papers which ask an alteration of the radius, making it 5 miles or 5½ miles.

1194. (*Mr. John Burns.*) What is your objection to the alteration of the radius?—Well, in the first place it is so well understood at present, and in the next place it is keeping the cabs in their legitimate districts. I mean by legitimate districts the districts where they are wanted.

1195. Oh, but that four-mile district, which was the approved sphere of the cabs 10 years ago, might and has extended to districts one mile and two miles beyond the external ring of the old radius; do you not admit that?—Yes, and I say that the radius has kept cabs there for the convenience of the public, sir.

1196. Yes, but as that district grows, do you not think that the radius should be extended?—I do not, sir.

1197. Well, what is your reason?—Because it is so well understood, and it keeps the cabs in those places where they may be wanted.

1198. Well, but that means that inside the radius you frequently get congestion, whilst outside the present radius you get no cabs at all?—I think cabs would still come into the congested districts, whatever the radius, even if you abolished the present radius.

1199. The tendency of enlarging the present radius would be to distribute more equitably the whole of the available cabs over a larger district with the result of greater public convenience, is that not so?—I do not see it.

1200. Well, now, you seem very emphatic against any machine or automatic check upon the passenger and driver?—I do not know about emphatic, sir; they do not apply; they do not apply to where a fare is chargeable by disantce, under the circumstance; by time they might apply.

1201. What is the difference between the conditions of cab-riding in Paris, Vienna, and London?—This, sir: London is a business place, Paris, Dresden, and Berlin are pleasure places.

1202. That is a matter of opinion, sir?—Well, that is how I point it to myself, sir, and I am telling you my own view. A person here in London is in the Strand, and he says "I want a cab to go to Oxford Circus." There is a cab there, he jumps in, and he gets to Oxford Circus. It does not matter to him what sort of a cab it is, he simply wants to get from the Strand to Oxford Circus. You do not hear of people going out just for an airing here in London—for pleasure purposes.

1203. But how do you reconcile that with the fact that it is the pleasure-seekers, and the people who do ride in London who have demanded the better class of cab property?—Because they come to London with the ideas they have learned in the country, in provincial towns, and Berlin, Dresden, and other places.

1204. You said that man's intelligence was superior to a machine; are you aware that the masters say that is at the bottom of the whole business, and it is the cabman's ingenuity that makes countless owners mourn?—Shall I tell you two circumstances that came within my own knowledge on this very question. Some years ago—I cannot give dates; it just comes into my mind—a cab proprietor (in the Gray's Inn Road, I believe it took place), had two of these machines, two machines of that kind, placed upon two of his cabs. When the drivers went out—two drivers took the cabs out with these two machines on them—one said to the other: "Here is a fakement"—I remember that was his expression. He said: "Oh, I had one of that same "sort the other day; just come down the court yard." They tilted up the side of the cab and made the wheel travel 120 miles by dinner time, and in the other case the machine broke.

1205. But, is it fair to cite a special case like that, and give it a general application?—It is only in special cases that they employ it; they are only special cases where these are employed.

1206. But is it not safe to assume that if one-third, or one-half, or two-thirds of the cabs in Berlin, Dresden, or Vienna are fitted with taxameters, that if the system is as practical system, as it is being worked, it might be worked just as well in London as elsewhere?—My experience is with London; I do not know about Berlin.

1207. But do you not consider that the present system of a cab payment as between the cab master and the man is, to some extent, a kind of gamble, in which very frequently the dishonest man makes the most of it?—I do not know that, sir; I have heard say something of the kind.

1208. But you have no objection to some check being placed?—Certainly not; I would not interpose myself.

1209. Your objection to the machines I would regard as a purely old English objection to new-fangled ideas?—No, the diameter of the wheel being unlimited.

1210. But assuming those mechanical objections could be got over, you have no objections otherwise?—None, sir.

1211. Now, we come to privileged cabs, Mr. Ware. You said you were against limitation of licences, generally, for cabs and cabmen?—Yes, sir.

1212. Why are you in favour of the limitation of cabs at railway stations?—I am not limiting them.

1213. But the privileged system means limitation. Oh, but it does; you cannot get over that. How can you reconcile your objection to limiting cabs and licences for street traffic, and yet by the privilege system limiting the number of cabs available for the public who travel by rail.

1214. (*Chairman.*) Let me, perhaps, put in a word. I think you do admit that, do you not, that the system of privileged cabs at the station, as far as it goes, does limit the supply to the public?—In the streets, sir?

1215–6. (*Chairman.*) No, in the stations. As far as that is concerned, there is a limitation. The system of privileged cabs limits the supply of cabs which are available for the public at the station, does it not?

1217. (*Mr. John Burns.*) Certainly, to the extent of the number privileged. You are against the limitation and restriction of cabs and licences for general street cab traffic?—Yes, sir.

1218. That being so, why are you in favour of a relative limitation of cabs?

1219. (*Chairman.*) May I interrupt? Before saying why you are in favour of it, I want to get the witness to say that it is a limitation. Do you not agree with me that the system of privileged cabs is a limitation as far as the stations are concerned?—Certainly, sir.

1220. (*Mr. John Burns.*) Well, are you in favour of that limitation?—Not a fixed limitation; but according to the accommodation provided?

1221. No, but independent of the accommodation. Let us take one station?—Yes, sir.

1222. Supposing the number of cabs at Victoria Station, say, is 80?—Yes, sir.

1223. Supposing a train comes in with 100 passengers (this, sir, I regard as almost the essence of the privileged system), supposing 100 passengers come in from Brighton, for whom there are 80 cabs, 80 out of the 100 get into the privileged cabs, and away they go?—Yes, sir.

1224. What comes of the accommodation provided by the railway company when the 20 have no cabs at all?—It is not sufficient, sir.

1225. (*Mr. Cunynghame.*) I only want to ask you one question. Supposing that there are 80 cabs at the station, and that 100 passengers or 100 groups of passengers arrive and take away these 80 cabs, and that there are then 20 passengers or groups of passengers left, do they not then let in cabs from the outside? Would not they be called to take away those 20?—They would, sir.

1226. (*Mr. John Burns.*) Then I gather from that, when the privileged system breaks down the general cabs come to its relief?—They do, sir; when it breaks down, sir.

1227. That means that there is practically no limit to the supply of outside cabs, but when the privileged cabs inside are exhausted, then the street cabby has to come to the relief of the limited and privileged number?—He is invited in.

1228. (*Mr. Whitmore.*) But the public suffer no inconvenience?—I do not see that they do, sir.

1229. (*Mr. John Burns.*) I will put another question on that. Do you consider that railway passengers should have extraordinary consideration to the inconvenience of the outside public?—I do not think they should.

1230. (*Mr. Whitmore.*) But why to the inconvenience of the outside public?

1231. (*Mr. John Burns.*) I was going to ask that, Mr. Whitmore. You do not consider that railway passengers should have extraordinary consideration to the detriment of the outside public?—No.

1232. Upon it being proved that the privileged cab system does not satisfy the requirements of railway passengers, and when it breaks down inconveniences the outside public by the choking up of streets, would you be in favour of its abolition?—Under those circumstances I would, sir.

1233. Do you know Victoria Station, Mr. Ware?—I know where it is, sir.

1234. You have frequently been there, I suppose?—I have, sir.

1235. And you have seen the Victoria cab yard and station partly full of privileged cabs, and outside, waiting until the privileged cabs had gone by, some scores of cabmen waitng for the call?—Yes, sir; a cab stand is generally outside.

1236. Do you not think it might be better, both for the cab-riding public who have come in by train, and the convenience and regulation of the street traffic outside, if instead of waiting outside a partially empty yard, all cabs up to the yard capacity of accommodation were allowed to go in?—For myself, sir, so far as I am concerned. No, sir. I would give the persons holding the property the right to exercise their own powers in the matter. If they are not sufficient I would allow the others to come in. But I would not allow them tobe compelled to take anybody in. I would allow them to exercise their own rights of property.

1237–8. What comes of your theory of free trade in cabs if you are to give privileged cab drivers and cab owners all the plums while those outside have all the stones?—It is free trade.

1239. It is protection of the grossest kind. What comes of your theory of free trade in cabs while you allow protection to privileged ones?—I have not admitted that I allowed protection yet.

1240. But you are against restriction of licences?—But licences are issued under conditions.

1241. You have allowed restrictions at the stations?—There are restrictions?

1242. Yes, for the benefit of the owner and the cab driver, not for the benefit of the public?—The public, I presume, sir.

1243. Before I leave privilege, supposing it can be proved that the system of privileged cabs in railway stations inconveniences the outside traffic, and does not serve the railway travelling public, you would not be anxious for its continuance?—Will you repeat that, please.

1244. Supposing it can be proved that the present system of privileged cabs in railway stations does not give that accommodation that general cabs would give with no privilege at all, and that it incidentally attracts outside stations a large number of cab drivers to the public inconvenience, you would not be anxious to continue it, I suppose?—No, sir; but I think the proprietors themselves would be anxious to satisfy the public travelling by their own line of railway.

1245. Which proprietors?—The railway owners.

1246. But the railway owners' interests might be contrary to the general interests of the public outside, and in the event of that being proved you would want to terminate it, would you not?—I should think yes, sir.

1247. Now, with regard to bilking. Bilking you would define not as an attempt to reduce the legal fare, but to fraudulently evade altogether the payment of the legal fare?—Yes, sir.

1248–9. And for that condition of things you would give a cabman the power that every person offended against now has, of summary arrest, in case of felony?—He would not be able to arrest a bilker, sir, unless by warrant.

1250. (*Chairman.*) Would you think it a good plan to alter the law so as to make the practice in this matter of bilking the same as Mr. Burns tells us it is in matters of felony now?—Yes, sir; give him the power of arrest in case of bilkers. But I understand a case of bilking to be when a man runs in at one door and out at another in another street. He cannot arrest that man because he cannot catch him. That is the evidence of the fraud.

1251. If he could arrest him in the other street you think he should be able to arrest him?—Yes, sir, this seven days limit should not operate.

1252. (*Mr. Lough.*) First, a question about inspection, Mr. Ware. Are these six inspectors independent of one another?—They are, sir.

1253. There is nobody over the six—no chief inspector?—Only the superintendent to whom he makes his reports, sir.

1254. But there is no superintendent of the inspection department?—There is not, sir.

1255. Do they give any report of the cabs they inspect?—They do, sir.

1256. If one inspector refuses a cab and another inspector passes it, is there any such report given as might enable them when they come to Scotland Yard, to compare notes to detect that?—First of all, sir, the inspectors are to limited their districts, and a person must change his address to go into another district. That is possible; and it is possible for the second inspector to consider that a cab might be passable and pass it in consequence. I do not say such a thing has ever happened; but it is possible.

1257. Well, you have missed my question. I asked you, is there a machinery at the head office by which it would be detected when they come to compare notes at night?—There is none, sir.

1258. Do you not think it might be desirable that there should be?—Well, sir, I am looking at the utility of the thing. Supposing he paints his cab another colour, it is virtually another cab altogether by the time it goes to the other inspector; the identity is destroyed; you cannot fix the identity of the vehicle.

1259. In a case where nothing takes place, would it not be well to have machinery at headquarters for Inspector A to notice that Inspector B had passed a cab that he had refused?—Yes, sir; if it can be done.

1260. I want you to tell me more clearly what the night inspection is—what is the object of it?—To prevent—to detect—improper cabs running about the streets at night time.

1261. What do you mean by improper cabs?—I mean this, sir, that a proprietor might have property which might have become deteriorated since the last licensing time, and he does not feel able yet to get it done up in a sufficient way to get another licence for it, if he were to present it. It is not in first-class condition, but he might send it out in the evening time to escape observation.

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1262. Would it not have a plate; do you mean a cab with a plate, or without a plate?—With a plate, sir.

1263. And even with a plate a bad cab might be run?—It might not be good enough to be available during the day time.

1264. That is the only object of night inspection?—That and the horses.

1265. That is done just casually on the street?—In the street and in the railway stations, according as is desired sir, or the proprietor's premises visited.

1266. You are in favour of the existing privilege system on the railways?—I do not know that I am, sir.

1267. Are you against it?—No, sir. I have no preference in any way, as far as I myself am concerned.

1268. Now, I want to come to the question of the limitation of drivers. You said that the reason why you wished the number to be any number that applied to be licensed was because you wanted the masters to leave a good number to select from?—That was one of the reasons, sir.

1269. It was the chief one?—I said a man might die or be ill.

1270. Keep to my point. You said you wanted the proprietors to have men to select from?—That is one of the reasons.

1271. Keep to that one. That is the one I want to talk about. What would become of the men who were not selected?—They would not have employment from that particular proprietor.

1272. Do you think that desirable?—Yes, sir, I think it is desirable to continue it.

1273–74. You said that if the butterflies were done away with then the number might be limited?—Be limited—no, sir.

1275. You said if there were not so many butterflies, those men who work only a few days in the year?—Yes, sir.

1276. Then the number might be limited if all men worked regularly. Well, I will put it to you as a question. Do you not think that if all the men worked regularly a large number of days in the year, then the number might be limited?—It would reduce the number of drivers in employment, sir, and the men would not apply for licences if they could not get work with a licence. I do not quite understand.

1277. If you will follow me, and not put another meaning into it, I think you will get it quite clearly. You said, in reply to Mr. Burns, if 20,000 or 30,000 men applied for licences you would give them licences?—Yes.

1278. You observed afterwards—I put it down—that if the butterflies were done away with, those men who worked casually a few days, it might be possible for you to restrict the number of licences issued, to limit the number?—Not the Commissioner, sir, but the number of men getting employment would be limited.

1279. Who would limit it?—The proprietors, by not employing them.

1280. You mean that would not affect the number of licences?—That would not affect the number of licences; that is what I do mean, sir.

1281. Do you think it right to license a poor man, and let him pay 5s., and yet let that licence carry no guarantee of work?—I think it quite right, sir.

1282–3. I want you to make clear now that point about bilking. I think you, perhaps, did not make your meaning of the word bilking clear to the Committee. Do you mean by bilking the entirely refusing to pay anything?—I do not consider that bilking, sir.

1284. (*Chairman.*) You do not?—Bilking, as I understand the question, sir, means this, that a man says, "Drive me to such-and-such a public-house," or to Burlington Arcade, or Lowther Arcade, and he says, "Wait a minute," and goes into that place, and gets out at the other end.

1285. Well, that is not paying anything?—But it is not a man out in the street.

1286. You seem now to be contradicting yourself, As I understood, and I think Mr. Lough's question amounted to this, you mean by a bilker a man who escapes paying altogether.

1287. (*Mr. Lough.*) Refuses to pay anything?—When he takes steps as in such a case as that, going into one street and out into another.

1288–9. (*Chairman.*) I want us all to understand one another, and I believe we do. Certainly it is very important when using a technical word like bilking to see that we mean the same thing by it. I understood you to mean by bilking a case where a man by a dodge escapes payment altogether?—Yes, sir.

1290–1. Intentionally, by going in at one door of Burlington Arcade and out at another, leaving his cabman standing on the street; that is what you do mean?—That is what I mean.

1292. You would not apply bilking to a mere dispute about a fare?—No, sir.

1293–4. (*Mr. Lough.*) I want to put it a little further. Suppose he does not go into Burlington Arcade or anywhere else, but gets out and stands on the pavement, and says, "You are a nice fellow, driver, and so am I, "but I am not to pay you anything, because I have no "money." You would call that bilking, would you not?—I do not know whether I should call it bilking or not, sir.

1295. (*Chairman.*) That is a very good question, and it is a new point. I want to know whether you do contemplate any such case as Mr. Lough puts to you, where a man without any dodge or trick simply refuses to pay?—No, I should not call it bilking.

1296. So that the remarks you have made before about bilking we apply only to such a case as where a man dodges about the street?—Yes.

1297. (*Mr. Lough.*) What would you call that?—Refusing to pay, which is provided for by law.

1298. How is it provided for?—Demanding his name and address, sir.

1299–301. Well, would you authorise arrest in that case?—Yes, sir.

1302. (*Chairman.*) You would apply in that case the same remedy as in bilking?—In this case it would be immediate arrest. The bilker cannot be arrested immediately—he is gone from your grasp; with that difference.

1303. With that difference you would give the cabman the right of arresting him freely whenever he had the chance?—Yes.

1304. (*Mr. Lough.*) In the case of a man who says, "I have only got a 1*s.*; here it is"—while the cabby says 2*s.* is the fare, would you allow the cabby to take that man to the police station?—Yes, I would, sir; go to the police station.

1305. You would allow them to take that man?—Yes, sir.

1306. So that, in effect, over all disputes of fare you would allow the cabman to take the man by compulsion to the police station?—In all refusals to pay.

1307. The full fare, mind you; I want to draw the distinction?

1308. (*Chairman.*) Mr. Lough is now on the question of partial fare—the man giving part and refusing part?—Yes, sir, I would give him the opportunity of going to the police station.

1309. The same in that case as in the other case?—The same as for refusal altogether.

1310. (*Mr. Lough.*) That is my next question. For bilking, for refusing to pay any fare, or for paying a short fare, you would have the same remedy?—I fancy the driver would agree to say, "Give me your "name and address; where are you living—that "will do." That is rather an extreme case, not with any surroundings.

1311. I rather like an extreme case. If the driver wished to take the man to the station, would you allow him?—If they could not come to terms, sir.

1312. Coming to the railways again, do you know the railway unlicensed 'bus?—I do, sir.

1313. Are you in favour of allowing it to ply as it does now?—I should say not, sir; I should like the law to be altered to meet that.

1314. You are against the present system. What alteration would you like?—Plying for hire in the railway station should be made licensable.

1315. Well, you mean it should be compulsory to have a plate?—Yes, sir.

1316. Have you attended the police courts much?—Not much, sir.

1317. Have you ever been there on the day the cab cases were taken?—No, sir; I do not know that I have. It was very rare for me to be at the police courts.

1318. Well, then, one question about the radius. Do you see any reason why the radius should be a circle any more than of a long shape?—I do not, sir.

1319. Would you be in favour of lengthening it towards the West where London is stretching out?—I would be in favour of an irregular circle.

1320. An irregular circle. That is to say, extending towards the West, Hammersmith?—Perhaps not so far as that, but approximately as near the four-mile circle as possible.

1321. Perhaps take it in in some places like Highgate, and stretch it out in another direction?—Yes, but within reasonable bounds.

1322. (*Mr. Whitmore.*) Just one or two things about the privileged railway cabs. On what principle are they selected by the railway companies?—I do not know, sir.

1323–4. Can you say, as a class, they are better than the unprivileged cabs?—I have heard so, sir; but I do not know it.

1325. (*Mr. Hopwood.*) As to the taxameter, Mr. Ware. You gave us an interesting anecdote of a man who turned a cab up and let the wheel run 120 miles. Now, you heard the evidence given by the gentlemen from Germany with regard to this special patent, did you?—I did not hear any evidence meeting that point, sir.

1326. Does it not occur to you that the cabman would have had to account for 120 miles' worth of fares to his proprietor?—No; I do not think he would, sir. The absurdity of the thing would be so apparent that the proprietors would say, "It is not worth using."

1327. With regard to the privileged cabs, and, first of all, the station omnibuses. Is there any reason why the railway companies should not apply for licences at the present time?—Yes, sir.

1328. Why cannot they?—The present law says, "Public street, road, or place"; and if you abolish station omnibuses as they at present exist, every railway carriage that runs on the underground railway would require a licence, every car would require a licence, unless the law be altered to meet it.

1329. But is there any reason why the Great Northern Railway Company should not apply to Scotland Yard for licences for cabs?—Not at all, sir; none whatever.

1330. There is no reason why they should not?—None whatever, sir.

1331. They might, if they liked, become cab proprietors, in your view?—Yes, sir.

1332. And own five or six thousand cabs?—And if they made application for the purpose they would be granted.

1333. They might compete in the same way as regards omnibuses?—I do not know what the law is on that subject. There is a law, I believe, dealing with something of the kind.

1334. You told Mr. Whitmore that you knew nothing of the arrangements of the privileged cab system?—Nothing, sir.

1335 You do know the distinctions which are drawn between the Waterloo Station system and the Victoria Station?—I know there are distinctions as far as the payments are concerned; but how much is paid and generally, I know nothing. I know that there is 1*d.* paid on admission at Waterloo Station.

1336. Can you tell us this, whether the arrangement is made as between the railway companies and the cab proprietors, or as between the railway companies and the men?—As a rule, the railway company and the owners, but where the penny is concerned in Waterloo Station it is between the railway company and the driver.

1337. Do you, from your experience, see any reason why the proprietors' licences should not contain a special proviso forbidding them to enter into contracts to supply cabs to railway companies?—I do not think they would be bound to go in if they chose not to do so.

1338. But at Scotland Yard, have you, as a matter of practice, ever inserted in proprietors' licences special conditions?—Never, sir.

1399. There is no reason why you should not?—Oh, yes, sir.

1340. I do not know myself—I want to get it from you?—The schedule is strictly adhered to in every case.

1341. Is the schedule a statutory form, or is it in a form laid down by the Secretary of State?—By the Secretary of State.

1342. Then it may be altered by the Secretary of State?—Yes, sir.

1343. The proposition I am putting to you is this—that the authorities at Scotland Yard should insert in the form of licence a proviso forbidding the proprietor to supply his cabs to a railway company?—This schedule, sir, is supplied by the Secretary of State; if the Secretary of State made any such alterations, Scotland Yard, I presume, would carry out the instructions, sir.

1344. (*Chairman.*) But I think I understand Mr. Hopwood to mean, do you see any objection to that alteration if the Secretary of State chose to make it?—None whatever myself, sir; none whatever.

1345. (*Mr. Hopwood.*) Then the result would be, that if the railway companies required a special supply of cabs for the special service of passengers they would have to enter into special agreements with the cabmen?—The Act of Parliament says the Secretary of State may licence on any conditions he thinks proper, sir.

1346–7. Can you refer us to that provision?—Section six of 32 & 33 Vict. c. 115?

1348. (*Mr. Lough.*) Do not the words follow, "subject as follows," and then there are provisoes?—Yes, sir.

1349. (*Mr. Hopwood.*) Then, Mr. Ware, although it may be doubtful whether Scotland Yard can refuse to grant licences to proprietors applying in due form, it is clear that Scotland Yard can impose any special form of obligation upon the proprietors as a condition precedent to granting the licence?—If so laid down by the Secretary of State. Perhaps there is a little bit that hinges, if I may interpose, sir. Prior to this last Act coming into operation the licences were issued at Somerset House, and the duty of inspecting the carriages fell upon the Commissioner of Police, and section 1 of 16 & 17 Vict., c. 33 says, "That if such carriage or carriages shall be found by the said Commissioners to be in a fit and proper condition for public use, they shall grant a certificate to that effect." And upon that certificate Somerset House issued its licence.

1350. Now will you turn to section 6 of 32 & 33 Vict. c. 115, and read the first three lines of the second paragraph of the section beginning "Any licence"?—"Any licence in respect of a hackney or stage carriage under this section may be granted at such price, on such conditions, be in such form, be subject to revision or suspension in such evens, and generally be dealt with in such manner as the said Secretary of State may by order prescribe; subject as follows:—

"1. That a hackney or stage carriage licence shall, if not revoked or suspended, be in force for one year, and there shall be paid in respect thereof to the Receiver of the Metropolitan Police, to be carried to the account of the Metropolitan Police Fund, such uniform sum, not exceeding 2*l.* 2*s.*, as the said Secretary of State may prescribe."

1351. Then you point out to us that the Secretary of State has power under that section to impose any conditions he thinks fit on the granting of a licence?—Yes sir, with certain restrictions as to price and length, of course, and all that sort of thing.

1352. Oh, yes, we quite understand that. Now, with regard to bilking, did you ever hear of bilking until you came into this room?—Oh, yes, sir.

1353. Complaints have been made?—I never saw a report in my life about bilking.

1354. Where did you hear about bilking?—Amongst drivers themselves, they talked about it; they said "they were bilked last night themselves." But I never saw a report that I know of.

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1355. You do not know to what extent bilking is practised?—I do not, sir; I think it is very little.

1356. (*Chairman.*) When you say that you think it is very little, do you include in that answer all the different sorts of cheating that we have spoken about?—No, sir, only bilking, as I understand bilking.

1357. Going away by dodging or by a trick?—Yes, sir.

1358. Are the other sorts of nonpayment more frequent; that is to say, a plain refusal to pay, as was the second case contemplated by Mr. Lough?—Just as sparse, just as few, sir.

1359. And the third case, of the dispute over the amount. That, of course, I suppose, is much more common?—More general.

1360. (*Mr. John Burns.*) Where bilking of the pure order, you know, what you have described as by a dodge, does take place, although it is rather rare in occasions, in the amount bilked it is often very large?—I should arrest him, sir; I think he ought to be arrested.

1361. Although pure bilking does occur but rarely, yet when it takes place, the cabmen are deprived of large sums of money, for instance, a man says "Drive me from such a public-house to that music-hall, "and that music-hall, and to so-and-so," and then he gets out at some place and dodges him entirely; it is very frequently a large sum of money that the cabman is deprived of?—I cannot say, sir.

1362. Have not the cabmen told you that?—No, sir. I have heard of a case, but they are exceedingly rare cases, where a man drove for a whole day.

1363. (*Mr. Lough.*) You heard of a case where a whole day had been lost?—Yes, I have heard of a case of a whole day.

1364. (*Chairman.*) We understand they are rare, but are they not in cases of long fares where a good deal of money has been lost?—I have heard so, sir.

1365. (*Mr. Hopwood.*) You have heard of these cases, but in your opinion are they of such frequent occurrence as to make it expedient to have special legislation?—I should say not, sir.

1366. In answering the questions put to you by Mr. Burns, you used the expression several times "fraud apparent"?—Yes, sir.

1367. You said that where the fraud was apparent you thought the power of arrest should be given. What do you mean by "fraud apparent"?—Just such a case as bilking is concerned, sir, fraud is apparent; the man runs away by dodges or by tricks.

1368. Apparent to whom?—Apparent to the driver.

1369. Does it not occur to you that accidents may happen of this description: A man drives to the station to catch a train, he has got no change, he rushes in to get his ticket, and then forgets to pay the cabman?—There may be cases of the kind, but my own experience shows me that the cases are generally the other way, sir; the man gives the driver a half sovereign, takes his ticket, gives his address or something in that way, and says "Send me the change."

1370. Well, whom would you have given into custody in a case of that sort?—No one at all, sir; because the two parties are at one, they are not at variance, sir.

1371. Can you tell me this: is it competent to a fare to give a cabman into custody for using bad language?—No, sir.

1372. What happens when a cabman is abusive to his fare?—Well, sometimes he is summoned, sometimes the hirer takes no notice of it, passes away; sometimes he will summon him if it be a gross case.

1373. There was one point more. You gave us some interesting information with regard to the old sixpenny fares. Do I understand you aright, that under the Act of 1867 a shilling was laid down as the statutory fare whenever a cab was taken off the stand?—Yes, it was, sir; they gave the driver an opportunity of charging a shilling. So I read it, sir. I will read the Act.

1374. I think we might have the reference?—It is section 26 of 30 & 31 Vict., c. 134, "Where the fare "now payable by law on hiring any hackney carriage "standing on any stand shall not amount to one "shilling, the driver shall be entitled to charge one "shilling."

1375. That really raised the minimum fare to a shilling whenever the cab was called from a stand?—Yes, sir.

1376. But for several years afterwards, from what you tell us, the sixpenny fare remained, and was presumably payable in the case of what we should call crawlers?—Yes, sir.

1377. But you cannot tell us why the sixpenny fare in regard to crawlers was subsequently abolished?—I do not know, sir. I was never consulted, and do not know anything about it, sir.

1378. But it is quite clear and from your experience you can tell us with confidence that for several years a cabman who was crawling along the street was liable to be engaged for a sixpenny fare?—Yes, sir.

1379. (*Mr. Bayley.*) You have told us that one of your inspectors could tell whether a horse was lame or not?—Yes.

1380. Can he tell whether it has got glanders or farcy?—I think it is very possible he could, sir.

1381. Could you yourself?—I should not like to determine the thing myself, sir.

1382. (*Mr. Cunynghame.*) One single question. How far would you go in giving these powers of arrest when people did not pay money that is due from them? I would like to test it in this way: supposing a man took a small house, knowing that he had no means to pay for it, at the end of a week would you give the landlord power of arresting him if he did not pay?—I should not, sir.

1383. You would not go so far as that?—No, sir; because it is permissive on the owner whether he will let or whether he will not, It is not permissive on the part of the driver; he is compelled to carry.

1384. But at the same time, if there was a power given to the driver of demanding his fare beforehand, if he chose, would that meet that point?—It would, sir.

1385. (*Mr. Lough.*) I want to ask, is there not such a power now?—No, sir.

1386. Can you show me in the law where the driver is compelled to carry and forbidden to ask the fare in advance?—I think I can, sir.

1387. (*Mr. Whitmore.*) But it may be done in the case of a wait?—I have a cutting here from the *Standard*, headed, "Wandsworth" (16th January 1888). Shall I read it?

1388. (*Mr. Lough.*) Can you not refer me to the law? You have said a dozen times this morning that the driver is compelled to carry, but that he may not ask the fare in advance?—It is not laid down; he is not given the power.

1389. Well, it is not the law that he is compelled to carry and not ask the fare in advance?—He is compelled to carry; but the law says nothing as to his being able to claim in advance.

1390. Well, then, there is nothing to prevent him doing so?—Well, the magistrate decided it, sir, at Wandsworth.

1391. (*Mr. Hopwood.*) It is a question of contract, and the contract is not complete until the man has carried the fare to the end of the journey?—That is it, sir.

1392. (*Mr. Lough.*) Here it is; it is the opposite of what you said:—"An application was made to the "magistrate for a summons against a cab driver for "refusing to drive a fare. The applicant stated that "he hired a cab on Lavender-Hill rank, the driver "agreed to take him for 2*s.*, but refused to drive him "unless he paid the fare in advance. Mr. Paget was "inclined to think that the cabman was right to "require the fare before starting. The applicant said he "never heard of a cabman requiring a fare beforehand; "therefore he thought a cabman had no right to do it. "Mr. Paget observed that it was a case he had never "had before. He inquired whether there was any "other cab on the stand. The applicant said there "was not, and the consequence was that he had to walk "home, and being lame it caused him pain. Mr. "Paget referred to the Act, and asked the applicant if "he desired the cabman to drive to the nearest police "station in order to have the dispute settled. The

" applicant replied in the affirmative, and said the " cabman refused to drive him to the station. Mr. " Paget said the offence was for not driving to the " nearest police station, as he did not find any provision " for payment in advance. It would be hard upon " cabmen if they were bound to drive every beggar " without any chance of receiving the fare. There " was a hardship in both ways, but the case was not " provided for by the Act. He suggested to the " applicant to prepare a written statement of his com- " plaint, and he would consider it." But that does not prove anything. It does not prove that he was compelled to carry?—No, but the magistrate said he could not charge it in advance.

1393. He did not say so; he said the opposite. Mr. Paget said he would consider it?—He said he was right, but he could not do it—he could not claim the payment in advance.

1394. You keep on repeating that. If you say so this does not prove it, and the Act does not prove it. I want you to prove that if you can?—I cannot, sir.

1395. Have you any evidence on that subject more conclusive than that scrap from the newspaper?—I have not, sir.

1396. (*Mr. Whitmore.*) Where exactly is the law which enables the cabman to claim an advance in the case of a wait?

1397. (*Chairman*) You told us a cabman could claim an advance in the case of a wait?—Yes, sir.

1398. What is that law?—I have it here, sir, section 47, 1 & 2 Will. IV., c. 22, that " where any " hackney carriage shall be hired and taken to any " place of public resort or elsewhere and the driver " thereof shall be required to wait with such hackney " carriage, it shall be lawful for such driver to demand " and receive from the person so hiring and requiring " him to wait as aforesaid a reasonable sum as a " deposit over and above the fare to which such driver " shall be entitled for driving thither."

1399. (*Mr. Lough.*) Well, he is also entitled to collect the fare according to that?—Yes, sir.

1400. Therefore, so far as that goes, it shows that he may ask the fare also in advance.—There is no law, in short, against asking the fare in advance?—Against asking it—there is nothing against it.

1401. There is nothing against it?—There is nothing against it that I know of.

The witness withdrew.

Mr. William Beavis, Superintendent P.C.O., called in and examined.

1402. (*Chairman.*) Mr. Beavis, I believe you are now what the last witness was?—Yes, sir.

1403. You have filled the office which he vacated?—Yes, sir.

1404. And you have been in it since last February?—That is so, sir.

1405. What has been your previous experience?—I was in the public carriage office for about 10 years, as second to Mr. Ware, and then I was appointed as chief of the lost property department, and then in February last I was put in charge of both.

1406. How did you begin? Did you originally join the police force as a constable?—That is so, sir.

1407. And you did ordinary street duty at one period of your life?—Yes.

1408. Have you had any experience of cab traffic?—Very little in the street. I was in the country. I was afterwards appointed clerk in the M Division. Shortly after being made inspector I was appointed to the public carriage department.

1409. You never were on the streets in a crowded part of London?—A short time in the Borough, sir.

1410–14. How long ago?—That was about 1864.

1415. Referring to the evidence given on the first day, Question 251—Mr. Bruce was the witness, and Mr. Cunynghame asked him this: " You have given " us, I think, Mr. Bruce, the number of cabs that " are at present licensed; have you made any " estimate of how many of these cabs—what percent- " age—are in practical use on the average through " the year, and what may be estimated as laid up for " repairs or disused?" And the answer is: " About 20 " per cent., roughly, as far as we can make out. (*Q.*) " I suppose it would be difficult to give us any reasons, " would it, for your 20 per cent.; your superintendent " could give us the details, perhaps?—Yes, I think " so." Very good. Then I put that to you—does that answer of Mr. Bruce represent the facts, as far as you know?—We have no means of knowing in the office the number of cabs that are in daily use. It was simply an answer I gave in consequence of some inquiry I made in the short time I had at my disposal. I am not able to say the number; that is simply an approximate number.

1416. You mean you supplied Mr. Bruce with it?—Yes, I did.

1417. But you mean that it is only guess work?—Guess work.

1418–19. You know Victoria Station; what do you say about the obstruction outside it?—I sent for a report from the superintendent of the division. I have not had it at present. I have no doubt I shall have it before the Committee ceases its labours to-day. I hope to lay it before them.

1420. It will come across from Scotland Yard?—Yes.

1421–22. Can you hand in a return of the number of privileged cabs at each station?—Yes, sir.

1423. How many? Tell us, please: it will be as well to get it on the notes?—Yes, sir.

" Public Carriage Branch,
" June 1894.

" Privileged Cabs.

" Return showing the Number of Privileged Cabs at the Principal Railway Termini and the Amount charged for such privilege:—

Station.	Company.	Number of Hackney Carriages privileged.	Amounts charged.
Victoria - -	L. C. & D. Ry. -	97	2*s.* each per week.
" - -	L. B. & S. C. Ry. -	136	3*s.* " "
Paddington -	G. W. Ry. - -	209	3*s.* " "
Liverpool Street -	G. E. Ry. - -	100	4*s.* " "
Fenchurch Street -	L. T. & S. Ry. -	50	4*s.* " "
Broad Street -	N. L. Ry. - -	16	100*l.* per year.
Charing Cross -	S. E. Ry. - -	153	3*s.* each per week.
Cannon Street -	" - -	59	3*s.* " "
Ludgate Hill and Holborn Viaduct.	L. C. & D. Ry. -	80	" "
London Bridge -	L. B. & S. C. Ry. -	110	3*s.* " "
" - -	S. E. Ry. - -	25	3*s.* " "
King's Cross -	G. N. Ry. - -	110	1*s.* 6*d.* " "
Euston - -	L. & N. W. Ry. -	182	1*s.* " "
St. Pancras - -	M. Railway -	100	2*s.* " "
*Waterloo - -	L. & S. W. Ry. (South Station.)	25	Not given.
		1,452 "	

* Hackney carriages are admitted into Waterloo (General) Station on payment of 1*d.* each; the average number per week so admitted is 6,019.

1424. There are no privileged?—There are 25 licensed cabs privileged.

1425. (*Mr. John Burns.*) Where? At Waterloo?—At Waterloo, sir.

1426. Do they get in without paying?—No, they are privileged by the company; I do not know the amount of payment.

1427. (*Chairman.*) Do you know whether the drivers pay extra for privileged cabs?—I have heard so, I have no personal knowledge.

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1428. You do not know how much?—No, sir.

1429. You heard all the evidence of the last witness?—Yes, sir.

1430. Does anything occur to you arising out of that evidence that you would like to correct or to supplement; I mean to add any fresh views of your own or to dissent from anything that the last witness has said on any of the points?—As far as the privileged system is concerned, sir, I think that cabs should be admitted into railway stations on the same ground as at Waterloo.

1431. (*Mr. Whitmore.*) By paying a penny?—By paying a penny.

1432. (*Chairman.*) Unrestricted in number?—So long as there is accommodation.

1433. Have you any other suggestions to offer?—Not with regard to the privilege system.

1434. No, I mean with regard to the evidence of the last witness, generally; you heard him all through. Did anything occur to you as his evidence went along upon which you would like to make any remarks, either agreeing or disagreeing?—Only in regard to bilking, I should like to say, as far as my opinion is concerned, the driver should have the power of taking a bilker to the police station, and if a magistrate were sitting at the time, he should have the power to take him before the magistrate; but if the magistrate were not sitting he could be detained at the police station until his name and address had been verified, and then proceedings could be taken against him.

1435. When you speak of bilking, do you only contemplate the case where a man runs off and dodges or openly refuses to pay, or only refuses to pay what is demanded?—In the case of dodges, openly refusing to pay, but not in the case of refusal to pay what is demanded.

1436. In the two first cases, in the case where he dodges or quite openly refuses to pay, would you apply the same remedy?—The same remedy.

1437. And a different remedy in the case where there is a dispute about the amount?—Yes.

1438. (*Mr. Cunynghame.*) Do you think it probable that a certain amount of the property, and if so, what amount, if you can form an idea, that is lost in cabs, is by some of the cabmen not returned?—I think, sir, we get between about one half and one third of the property that is lost; whether the remainder is retained by the cabman or by subsequent fares I do not know, sir, but I rather think in many cases by subsequent fares.

1439. I have left things in cabs, and I have not got above half of them back; I want to know your view. What I was going to suggest to you was this: does not that possibly arise from the regulation which compels a man to take the property at great loss of time to Scotland Yard, which is very often a very long distance off?—Not to Scotland Yard, sir; he can take it to the nearest police station at any time within twenty-four hours.

1440. (*Mr. John Burns.*) You said with regard to privileged cabs you would place all railway stations in the same position that Waterloo now is in that is that every cabman should have the right of entry subject to there being accommodation for him on payment of 1*d.*?—Yes, sir.

1441. Do you think generally that that would operate better for all interests than the present system of exclusive interest in privileged cabs?—I think so.

1442. (*Chairman.*) I think at Waterloo you said there were a few privileged cabs?—25.

1443. When you say you would like the same system as prevails at Waterloo, do you mean the same system completely, with a small number of privileged cabs, or the same system minus all privileged cabs?—The same system minus the privileged cabs.

1444. An unrestricted entry on payment of 1*d.*?—An unrestricted entry on payment of 1*d.*

1445. Up to the accommodation of the yard?—Yes, sir.

1446. (*Mr. John Burns.*) Why the 1*d.*?—In many stations they employ a good many men to take the journey the man is going, which is a very great assistance in making inquiries; then they employ a good many men at the standing.

1447. To sweep up and water?—To sweep up and water, and I think 1*d.* not too much to pay, and I think the drivers, so far as I have heard, are perfectly willing to pay that 1*d.*

1448. The 1*d.* is not necessarily a privilege charge, but the amount necessary for watering, sweeping up, and attendance?—That is so.

1449. Are you aware that all masters and cab drivers are in favour of the abolition of the privilege system?—I heard the drivers are, sir; I have never heard any suggestion on the part of the proprietors; I have not come into contact with them.

1450. Did you not hear at the recent Cab Conference that the men were unanimously in favour of the abolition of the privilege system?—No.

1451. (*Mr. Whitmore.*) When you say drivers are in favour of it, do you include the drivers of privileged cabs?

1452. (*Mr. John Burns.*) Yes?—Drivers generally. I do not come much into contact with drivers, but I have heard this.

1453. Do you think that the system of privileged cabs at all stations other than Waterloo does provide what the railways contend they do provide, namely, a better class of cab property?—I think it is possible the cabs are kept brighter and cleaner than the ordinary street cab. I have noticed myself these last few days, particularly since this inquiry has been on, the cabs at the stations, and they seem to me rather brighter and cleaner than they were.

1454. (*Mr. Whitmore.*) Not than they were?—I mean than the ordinary cabs.

1455. (*Chairman.*) Mr. Burns said that they were the same cabs brightened up?—I think it is a general observation I have made.

1456. (*Mr. John Burns.*) Now, Mr. Beavis, what have you to say about licences other than what the previous witness said?—Nothing, sir, I do not know that I have anything to add to it.

1457. What have you to say as to inspection; do you think that the present system of inspection is the most perfect?—So far as the means at our disposal go, sir.

1458. Have you anything to say with regard to the raising of the age from 17 to 21?—I should say it should be raised to certainly not less than 18.

1459–60. You have no objection, I suppose, to practically qualified inspectors taking the place of those who are now inspecting when their term of office expires?—Well, I do not know; that requires some consideration before I answer, sir.

1461. But, other things being equal, would you rather have a man who knew something about horses to inspect horses, and a man who knew something about cabs to inspect cabs?—Well, I recollect distinctly the difficulties we used to have in the old days when we had a veterinary surgeon appointed to the police, and having that in view——

1462. But things have changed since then; there is a new spirit abroad, and there is a desire to do things in the proper way, even in Government offices, is there not?—Well, we try to do it in Government offices, sir.

1463. (*Chairman.*) I ought to have asked this before Mr. Beavis; I did ask, generally speaking, if there was anything in the evidence of the last witness which seemed to you to call for comment, and I will ask particularly one point on which I questioned him; you heard what the last witness said with respect to Mr. Scott and his evidence, that he had not been inspected. Now have you anything to say on that point?—Yes; may I read a report which I received this morning from the district inspector; it was in answer to a telegram I sent to him late on Saturday night to report on the matter: "I "beg to report that I am unable to give the exact "number of times I have visited the London Improved "Cab Company's premises to inspect hansom cabs and "horses complained of as being unfit; but I can safely "say that at the least I have visited Pakenham Street "yard 15 times (three times during the past week), "Seymour Place yard three times, and Chelsea yard "twice. I generally visit between 8 and 10 a.m., "before Mr. Scott arrives, but on four occasions I have "seen and spoken to him personally respecting the "complaints against hansom cabs or horses, and he "referred me to the foreman over the cabs, &c. I "have only inspected one for being out of repair, the "complaints being generally of want of small plates,

" approval marks, or no bells to rubber-tyred cabs, and " lame horses." This inspector, sir, was appointed to the duty on the 1st January last.

1464. (*Mr. John Burns.*) Then all these visits he speaks of are this year?—Yes, they are.

1465. A great number of them since the cab dispute?—I cannot give you the dates.

1466. Three of thom in Pakenham Street within the past week?—Yes, sir; there are 15 to that yard this year.

1467. Would you give us a correct proof of that, and tell us when these inspections were made?—I will get it done, sir.

1468. I gather the bulk of them have been made within the last six weeks?—I will see what can be done in the matter.

1469. (*Mr. Lough.*) I want you to give us some more precise information about the Waterloo system, which you approve of. You think it the best system in London worked at a railway?—Well, I do not know that it is the best; I think it is the most advantageous for the cabmen, better for the cabmen.

1470. That will do; it is the most advantageous?—I think so, sir.

1471. In the return which you read out there are 6,000 cabs admitted in the week, 6,019?—Yes, sir, that is the average number.

1472. Well, that produces at 1*d.* per cab, 25*l.* per week?—Yes, sir.

1473. That is about 1,200*l.* a year?—Yes, sir.

1474. Therefore at Waterloo the company receives as much as any other railway, or about as much, does it not?—About as much, I should think, sir.

1475. Therefore the difference between Waterloo and other stations is not that nothing is paid, but that it is paid by the driver instead of the owner; is that not so?—That is so, sir.

1476. But, on the other hand, there is no doubt that the privileged cab master requires a little more from the driver for the use of his cab?—Yes, for the privileged cabs.

1477. But still that is the difference?—That is the difference.

1478. The driver pays at Waterloo, and the owner pays at all the other stations?—That is so; in one case the driver pays directly and in the other indirectly.

1479. As a matter of fact, it is a privilege that the driver pays for at Waterloo, the privilege of going in?—That is so.

1480. You would approve of the man at the gate not allowing a dirty cab in, would you not?—I do not know that it is any part of his duty to see that a cab at Waterloo is clean; I do not know that there is any restriction at all there with regard to the class of cab; I think they admit any cab that comes along on the payment of the penny.

1481-2. I will ask you this question—I do not want more of the history of it, but I want your opinion—supposing that system were worked at all stations, do you not think it right that the man at the gate should say, " I will not let you in unless you have a proper cab "?—No, sir, I do not think the responsibility should be put on a railway policeman of saying a cab is fit or unfit.

1483. You said, in reply to Mr. Burns, that the payment only really covered the cost that the railway company went to in having men to water the horses and sweep up the place?—I said so; it is really supposition. I really do not know what the cost is, nor what men are employed.

1484. Would you suppose that the whole 1,200*l.* a year, or 1,000*l.* a year, is spent in that way?—I am not in a position to form any opinion, sir.

1485. I want to ask you, Mr. Beavis, about bilking; what do you define bilking to be?—As defined by Mr. Ware, sir, that is a case where a man goes in at one door and out at the other, and does not pay his fare, and I should describe as bilking a man who absolutely refused to pay his fare.

1486. That is to say a man who stands on the footway and says to the cabman " I have no money; I will not pay you "?—Yes.

1487. You would call that bilking?—Yes.

1488. Would you draw any line between the two?—No, that is my opinion. The man must have known perfectly well when he went into the cab that he had no money to pay the fare, and I should define that as bilking quite as much as the conduct of the man who goes in at one door and out at another.

1489. (*Chairman.*) You would apply the same remedy in both cases, but not in the case of a disputed fare?—Yes.

1490. (*Mr. Lough.*) Have you had experience in the police courts of the cabs, Mr. Beavis?—Not of late years; some years ago I had the prosecution of all office cases under the Public Carriage Acts.

1491. Is there a special day at the courts for trying cab cases?—There was no special day as far as the cases from the Public Carriage Office were concerned; they were cases of obtaining a licence on false representation or anything of that kind; they were taken any day; I have no personal knowledge, but I have heard that there are special days at Marlborough Street.

1492. What are the days?—That I cannot tell you, sir.

1493. In your time at the courts, was it customary to advise the cabmen to plead guilty?—I never heard of such a thing.

1494. They were not told they would get off more easily if they did not detain the magistrate, but said they were guilty?—I never heard of such a thing.

1495. Did you ever see the suggestion of a special court for trying these cab cases?—I have heard it mentioned, sir

1496. Would you be in favour of it?—I should have no objection, sir, but I do not really see the advantage of it. It seems to me that the cases are like ordinary cases; they are treated as any other offence would be sir.

1497. Well, I understand that there are roundly 10,000 men employed driving cabs in London every day; that is the number about actually at work?—Yes, sir.

1498. And we have got a return here showing nearly 5,000 prosecutions per year?—Yes, sir.

1499. Can you tell me of any other trade, any industry in which there are so many as 5,000 prosecutions per annum in a staff of 10,000?—No, I never have sir, but I think the cab trade is somewhat different to any other industry, in this respect, that they are always in the streets.

1500. (*Mr. John Burns.*) And under the police?—Surely, sir, you have to carry out the law as it is laid down by Act of Parliament.

1501. (*Mr. Lough.*) Are you not of opinion that many of these cases are small and trifling cases?—They are cases of plying and loitering.

1502. Those are trifling offences, are they not?—We consider them as minor offences.

1503. It is a criminal court, the police court, is it not?—That is so.

1504-6. Would it not be better, or equally well, if there was a less severe court or tribunal to deal with these small cases?—I do not see any objection to another court.

1507. Well we have got in this return—I am passing to another subject now—the list of the small proprietors?—Yes, sir.

1508. Was it you who furnished that, I take it you did; I think you told us there were 2,000 proprietors each owning one cab?—I think you have some returns of mine there, I have not had an opportunity of seeing them.

1509. It is on one of them, is it not?—Yes.

1510. Perhaps you would read that for us; it is very useful?—" Return showing the number of proprietors " who are licensed in respect of one hackney carriage " only, also those who hold two, three, or four licences: " the number of proprietors holding one licence, 2,063; " number of proprietors hold two, three, or four licences, " 729."

1511. That return does not give any of the proprietors who have a larger number, does it?—No, sir.

1512-13. Can you tell the Committee; can you give a full list of he proprietors up to the biggest?—I can do

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so, not, of course, at present; it will take some time to get it out.

1514. A return showing the number that every proprietor has up to the largest proprietor in London; in short, accounting for the whole number of 11,000 that are employed?—Yes.

1515. You said, Mr. Beavis, that you were an inspector yourself?—Yes, sir.

1516. For how many years?—From 1868 to 1882.

1517. Did you ever find any practical difficulty because you did not understand the construction of a carriage?—I never had anything to do with the inspection of the carriages. I was an inspector in the Commissioner's office, not a public carriage inspector.

1518. You never inspected the carriages?—No.

1519. Are you in favour of the number of drivers being limited?—No, sir.

1520. You are against it?—Yes, sir.

1521. (*Mr. Whitmore.*) I should just like to ask you, is your view as to the present cab radius the same as that of the previous witness?—Yes, sir.

1522. You have considered the subject, have you?—I have just thought the matter over since the Committee first met.

1523. Do you approve of the circle as the radius?—No, sir; I think, as Mr. Ware said, that it should be irregular; the limits should be irregular, just embracing some districts such as the west, and omitting those that are not so thickly populated towards the north, and I think there should be an irregular line drawn with regard to the radius.

1524. Then you are in favour of an alteration of the present radius?—I think so, sir.

1525. And of its extension towards the west?—An extension towards the very thickly populated districts, sir.

1526. And of its contraction on any other side?—I think the present limit should stand, sir.

1527. Except where it is extended?—I should think it might be extended a little, but the present limit should stand so far as other districts are concerned, take the south-east and the north.

1528. (*Chairman.*) You would not draw it in a little at Highgate and Hampstead?—No, sir, I think not.

1529. (*Mr. Hopwood.*) Where shall I find, Mr. Beavis, the authorised charges for cabs taken outside the radius to come inside, and *vice versâ*?—That is on page 19, sir, of the Blue Book.

1530. That is a cab taken outside the radius to come inside?—Yes, sir.

1531–2. With regard to Waterloo, you say that in your judgment the system is the best for the cabmen; have you formed any opinion as to whether it is the best for the public?—I do not see any objections from a public point of view, sir; there are always plenty of cabs; I am more frequently at Waterloo than in any other station.

1533. Are you aware that it is alleged that at Charing Cross the company gave up the privileged cab system, and found themselves compelled to revert to it?—I believe that was so, but I have no personal knowledge of it; it was after I left the office.

1534. Do you know anything about the regulations as to lost property, so far as privileged cabs are concerned?—The same regulations apply to privileged cabs as to any other cabs, sir.

1535. The lost property found in privileged cabs has to be taken to the nearest police station?—Yes, sir.

1536. Not to the railway station?—No, sir; a man is liable to a fine of 10*l.* if he does that.

1537. If he takes it to the railway station?—Yes.

1538. But I think the railway companies have their own inspectors, and they go off after a privileged cab with luggage upon it which has been taken away by mistake?—I do not know whether they have or not, sir, but there are some cases where luggage has been taken away by mistake.

1539. Is there not a system of railway inspection of their cabs outside the station as well as in?—Not that I am aware of; I never heard of such a thing.

1540. Now you rather astonished me by one observation you made on the subject of bilking; I understood you to say that in your opinion it would establish that apparant fraud, of which we have heard so much, if at the end of a drive a fare discovered that he had no money to pay?—Yes, sir.

1541. Might he not have left it at home?—That may be so, sir; he might have left it at home, but I think that he would have to put up with the consequences of his act; I do not think it would be any hardship to him to go to a police station, so that his name and address might be verified.

1542. Watering at cab stands is a question I want to put to you, not railway cab stands, but elsewhere. What arrangements for watering horses are made?—They have the water posts there, sir, with pails, and the constable on duty is provided with a key; drivers provide themselves with keys in many instances.

1543. Do the drivers buy the water?—No, sir, there is no charge for the water.

1544. It is supplied by the local authorities?—The Receiver will be better able to tell you. I think we pay a water rate out of the Police Fund.

1545. Out of the sale of property which is not recovered?—It is really out of the Police Fund.

1546. (*Mr. Cunynghame.*) You have told us, I think, that you are in favour of unlimited licences being granted to drivers?—Yes, sir.

1547. Would you make any difference whether they used their licences or not?—I would not, sir.

1548. Now I should like to ask you—are you aware that the amount practically earned by the cabman, that he has for his sustenance, that remains over after he has paid the proprietor, varies at different parts of the year—do you know that they have what they call a bad time, and that they have a harvest time as it is called?—That is so, sir.

1549. Well, now, does it appear to you that what the cabman does is to base his remuneration upon the average of the year, taking the bad time with the good time, looking forward to his harvest, in fact, to remunerate him for a loss arising during the winter?—That is probably so.

1550. But may we not regard it as a hardship that a butterfly man, for instance, who has had a licence, but not used it at all during the bad time should come and reduce his harvest?—Yes, probably there is hardship there from the cabman's point of view; I should think it was a hardship.

1551–6. Owing to the peculiar way in which the wages of the cabmen are arranged?—Yes, I should think so; from a cabman's point of view I should think it was a hardship.

1557. (*Mr. John Burns.*) Do you consider, Mr. Beavis, that private omnibuses of railway companies should be subject to cab licences, and that the drivers should have a licence the same as a cabman?—Well, if standing plying for hire at the platform, waiting for a chance passenger, they would require to be licensed.

1558. Do you not consider that railway omnibuses that ply from Euston to Waterloo, and compete with ordinary omnibus traffic, should have the same fees to pay and the same licences to take out, in your opinion?—They have, sir, if the omnibuses ply for passengers; the private omnibuses, those that do not require the licence, are those which are engaged beforehand, but an omnibus standing simply at the platform waiting for any chance passenger that comes along would require to be licensed to ply for hire, sir.

1559. Do you not consider that a railway passenger ought not to be subjected to the ignorance and disqualification that a provincial cab driver, unlicensed, employed by a railway company may display, whilst an ordinary London cab driver has to go through several test examinations. Why should a railway company have their private omnibus drivers and cab drivers exempt and exempted from the conditions that apply to other people?—It is a question of general law, it seems to me, sir.

1560. But other than that you see no reason why they should not comply with the other conditions?—No, I do not see any reason; the only thing is, if under those circumstances a licence would be required by a railway company, you would have to licence every livery stable-keeper, because the railway companies are simply in the position of a livery stable-keeper.

1561. Is it within your knowledge that most of the men who drive the omnibuses and the private omnibuses

are provincials, ignorant of London?—I have no knowledge of that at all.

1562. (*Mr. Hopwood.*) Could you grant railway companies licences if they apply for them?—Yes, certainly.

1563. (*Chairman.*) The report about the block at Victoria Station?—Yes, sir, here it is:—

"Gerald Road, B Division,
"23rd June 1894.

"Respecting attached memorandum I beg to report that I know of no recent complaint of obstruction caused by loitering hansom cabs outside Victoria Station. Obstruction is caused there by hansom cabs, especially on the arrival of certain trains during the day. Oftentimes you can see a dozen or more cabs going at a walking pace in Buckingham Palace Road and Wilton Road. There are four fixed points in the vicinity of the station, and police keep them moving, or else great obstruction would be caused. The drivers take care not to loiter any length of time so that police could summon them for causing an obstruction.

"(Signed) H. Norris,
"S.D. Inspector."

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The witness withdrew.

Mr. George Isard, Inspector of Public Carriages, called in and examined.

Mr. G. Isard.

1564. (*Chairman.*) What is your position?—Inspector of the D Division, public carriage inspector of the D Division.

1565. How long have you been in the police force?—36 years.

1567. And how long have you been in the particular post that you now occupy?—14 years.

1567*a*. And you are one of the people who have the responsible duty of passing cabs before they are licensed?—Yes, sir.

1568. It has been suggested in the course of this inquiry that there is bribery practised in connexion with this passing of cabs. I want to know if in your experience you have ever known a case of a bribe being offered or received with a view to getting a cab passed?—Never, sir.

1569. You have heard it said, I suppose, that they sometimes leave a piece of money under the cushion of cab with a view to squaring the authorities?—I believe such has been said, but I have never experienced it myself.

1570. Would you kindly describe your system of working in passing cabs. In the first place, is your work entirely confined to the passing of cabs; is that all you do?—It is, sir.

1571. Will you give us a description of how you do your business?—The cab is submitted, and they bring up the papers, the application for the licence. I take them, and see that the name and address is correct, and then I examine the cab. I examine the cab thoroughly, and I use a screwdriver very often or a gimlet to see, if I have any doubt from the first appearance of the cab, whether there is anything shaky about it, anything wrong. I look particularly to the inside and the whole of the frame of the cab. After I have satisfied myself that it is correct, I direct a man to put on the plate.

1572. You say you satisfy yourself by these investigations, but before you actually entered your present office had you any professional or technical knowledge which would enable you to form an opinion upon those mechanical questions?—I had not a great deal.

1572*a*. But had you ever, before you were in the force, for instance, been in that way of business?—No, sir.

1573. Whatever knowledge you have of it you have picked up since you have been in the force?—Yes, since then. I was when I was a young man at a coach and wagon builder's. I was living there some considerable time. I had an insight into the work.

1574. (*Mr. Whitmore.*) That was one reason why you were selected for this particular post?—I put that reason down on my application.

1575. (*Chairman.*) That was before you joined the force?—Yes. I was with horses when I was 13 years of age. I was with horses until a short time before I came into the police force. I was coachman and groom at different places, and with horses, farm labourers' horses, at different places.

1576. Then when you have satisfied yourself that the thing is structurally sound, does that finish your duties; is that all you have to do?—That is all, sir, for the present time; the cab is then licensed.

1577. What about horses; have you anything to do with the cab horses?—Yes, sir; we have to see that the horses are, as far as we can see, fit for work in a public carriage.

1578. And you mean that no horse is used in a London cab that has not passed through inspection?—No, no; that came up at the time with the cab; if that horse is considered, in my idea, unfit, I should not pass the cab.

1579. (*Mr. Whitmore.*) Not pass the cab?—Not pass the cab.

1580. (*Chairman.*) You regard the horse as part of the cab for that purpose?—It is part of the cab, and the harness as well.

1581. Supposing you do pass anything, and it is all right, and the owner immediately next day puts a different horse into his shafts, that animal, the second horse, does not fall under your view at all?—It would not, sir.

1582. So I mean all that the owner has to do is to put in a presentable horse when he sends the cab up to be licensed, and put in a screw afterwards for the traffic, if he wants to do so?—Yes, if he wants to do so.

1583. Or a vicious brute: there is nothing to prevent him putting in any sort of horse after he has got his licence?—No, sir, there is not; the only thing would be a report against the horse when seen on the streets or the ranks.

1584. (*Mr. Cunynghame.*) We have had a return put in here showing the various offences committed by cabmen and brought before the magistrates, and it shows a considerable amount of drunkenness apparently in proportion to the number of cabmen; this is what I want to ask you: do you think that in renewing licences the cases where a man had in the past year committed a good many offences ought to be taken into consideration?—I believe it is so, sir.

1585. Do you mean that the renewal of licences is refused, as a fact, where there has been a prior conviction?—You mean the driver's licence?

1586. Drivers' licences I am speaking of?—I cannot speak on that point, sir.

1587. Does not the driver get his licence renewed, no matter how many convictions he may have had?—That is decided at Scotland Yard, sir.

1588. You do not know that?—I do not know that. I have only to do with the cabs at particular stations that are appointed for licensing.

1589. (*Mr. John Burns.*) What station are you at?—Molyneux Street. That is the principal station in the D District.

1590. Do all the cabs seeking licences come to you for inspection?—In that district, sir.

1591. Do you ever pay a visit to cab yards?—Oh, yes, very frequently.

1592. In uniform?—Oh, no, not in uniform; it is in plain clothes generally.

1593. Your surprise visits are in plain clothes?—Yes.

1594. Do you ever go at night time?—No, unless we are ordered out at night, for a night visit, from Scotland Yard.

1595. What part of the 24 hours do you get bad cabs—night time?—No, I think not.

1596. You get them in the day time?—In the evening.

1597. From 9 to 12?—From 9 up to 11 o'clock at night, that is when the second horse goes out or the second man drives out.

1598. Do you consider that you have more than sufficient to do, that is, if you thoroughly inspect each cab yard, and do your business more thoroughly than you now do; or do you consider that you are sufficient for the district?—Well, I think it has been up to the present time. There is no doubt there is a great

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increase of public carriages that does increase our work a great deal. There are complaints made by the police that we have to go and see about, and we visit other yards, taking the mews down, where we have to go to one proprietor, and visit the stables and see the horses as we go along; not that we go into the stables, but we pay that attention to it when we are compelled to go.

1599. Have you search powers conferred on you?—No, we do not go in unless we have a special order from the Commissioner.

1600. Cannot you inspect a cab yard or mews without the special order from the Commissioner?—If the cab owner will admit us.

1601. Without that special authority, which I consider you ought to have, that is not done which would be done if you had special power?—That would make a great difference, no doubt, sir.

1602. Would it not contribute to a more efficient discharge of your duty over cabs, harness, and horses, if you had the same power of entry that a sanitary inspector has?—I do not think it would increase it very much.

1603. Would it not be for the better discharge of your duties if you had the right of entry now exercised by a sanitary inspector in relation to his sphere of duty; that is, the right of going into a stable, and into a cab yard, or down a mews, by virtue of the fact that you had, say, a warrant in pocket that you were able to show?—It would be better, no doubt. At the same time there is very little opposition; we find as a rule that they are open to us.

1604. That is so, but you would perhaps have more power behind you if you had fully authorised power behind you?—We should certainly feel we had more power, sir.

1605. Do you consider that the cab property has improved very much of recent years?—Very much improved, sir.

1606. Have the horses improved?—Yes.

1607. Have the cabmen improved?—Yes, I believe so.

1608. Is he more sober than he was?—Oh, yes, a great deal.

1609. Do you consider him a good deal better?—Better dressed than he was.

1610. And generally more amenable to reason and discipline?—Yes.

1611. (*Mr. Lough.*) Do you say you were 12 years an inspector?—14 years in the Hackney Carriage Branch.

1612–3. Do you use any tools in inspecting a carriage except the screwdriver and the gimlet that you mentioned?—Not for trying the condition of the cab; there are other tools, of course, for fixing the plates and taking the plates off.

1614. But practically you use no tool in your examination of the carriage, do you?—Not beyond those, no.

1615. And you have not any technical knowledge of the construction of cabs, have you?—No, I could not say that I have, sir.

1616. For instance, in a four-wheeler you would not be able to judge whether the arrangement by which the cab could be turned was a safe arrangement or not?—Oh, yes, I could tell that.

1617. Well, that requires technical knowledge, does it not?—Practical knowledge, sir; it would not be technical knowledge; it is being used to the examination of them.

1618. Well, would you be able to tell whether the proper distance existed between the fore wheel and the hind wheel of a four-wheeler; for instance, whether the frame was constructed strong enough in that way?—Yes.

1619. Not from any technical knowledge, just roughly?—Just roughly.

1620. You only pass a carriage when it is newly painted; is not that so? The carriage is expected to be painted up fresh when they bring it to you for the plate?—That is quite right, sir.

1621. Are you quite strict about that, do you pass it if it is not painted?—No.

1622. Are you a judge of varnish, of how the paint is put on and that?—Fairly.

1623. But have not much technical knowledge, and you inspect the horses too?—The horses as well as the carriage.

1624. And the harness?—And the harness.

1625. Have you any technical knowledge about the harness?—No more than I have learned through doing with horses all my life, at least, until I joined the service.

1626. You are alone in your district, are you not—Molyneux Street; have you any assistant?—The constable who puts on the plates.

1627. You are the supreme in command; you are the sole inspector?—Yes.

1628. Is there any co-operation between you and other inspectors of other stations?—Yes, at times.

1629. But there is no necessary co-operation?—No, none whatever.

1630. You do not act together?—No.

1631. There is no chief inspector, is there?—No, there is no chief inspector; there is only the senior inspector, there is one called the senior.

1632. He has no control over you?—No, I happen to be the senior now.

1633. You have no complaint from them?—If another inspector does not pass a vehicle the senior inspector is sent there to see and make a report on the matter.

1634. Do you not think it would be better if there was a chief or senior inspector who would have control over the others, and who would ensure a similar system being practised all over the Metropolis?—I do not think so.

1635. You do not think that would be of any use?—No.

1636. It is better to leave everybody to do as they please?—We are not young men; we are appointed as men of experience as regards the service, although not practical men in the building of a carriage.

1637. You think each man ought to be independent? I think so.

1638. No control over him?—No control over him.

1639. I do not mean with the idea of checking indiscretion on his part, but with the view of having the same system; you do not think that is necessary?—I think not; one system is carried out exactly in every district.

1640. Have you any control over cab yards and places where they keep cabs?—We have no direct control only as far as visiting, as regards complaints against horses and cabs.

1641. Do you know that cabs are sometimes kept on the public street at night and when they are not at work?—No, I am not aware of that, sir.

1642. (*Mr. Whitmore.*) Are there any further powers you would like to have to enable you to carry out your duties more thoroughly?—I do not think there are any further powers.

1643. You are satisfied with the powers you have at present?—Yes.

1644. And you think the system works effectually?—Yes, in every way.

1645. You have no suggestions to make as to its alteration in any way?—No, I have not.

1646. (*Mr. Hopwood.*) Have any regulations for inspection been supplied to you from Scotland Yard to guide you in the inspection of cabs?—Yes, what we call the Form of Fitness; I think that is what you mean, sir.

1647. Has it been put in. Is it before the Committee?—No, it is in that little blue book there.

1648. You said something about the time the second men went out, in answer to Mr. Burns; in your experience do you find that two men drive one cab in the 24 hours?—No, that is not very often; I mean he goes out with the second horse, the same man, but he goes out with a second horse.

1649. I want to ask you whether two men go out with one cab as a rule?—No.

1650. It is very exceptional?—It is very exceptional; I have only known two cases while I have been connected with hackney carriage work, where one carriage is driven by two men.

1651. As to a search warrant for the inspection of stables, I understand that you concur in the view that there should be a compulsory inspection of stables, but do I understand you to limit that compulsory inspection to the premises of the licensed cab proprietors?—That would be from the question the other gentleman asked me. We should have no authority at all for places other than the licensed proprietors' stables.

1652. (*Mr. Bayley.*) Can you tell whether a horse has got glanders or farcy?—Yes, I think I could.

1653. What are the symptoms?—I had a horse with the glanders not many months ago; a man came to me at Kentish Town—I was in that district then—I went and found there was a lump forming there; it was my opinion that the horse had got it, and I said to the man, "You had better send for the veterinary surgeon," and he did, and the horse had got glanders.

1654. (*Chairman.*) Was there anything in the horse's appearance to make you put your hand there, or led you to suspect; was it visible?—It was not visible.

1655. What led you to feel?—A little running at the nose, and that made me suspect that the horse had glanders. He came down to Kentish Town Police Station. I went up to see, and in my opinion the horse was suffering from glanders.

1656. (*Mr. Bayley.*) You saw running at the nose?—Yes. *Mr. G. Isard.* 25 June 1894.

1657. But suppose you saw no running at the nose. Running at the nose is only at a very advanced stage of the glanders; but can you tell whether a horse has glanders if you do not see the running at the nose?—No, I noticed running at the nose.

1658. (*Mr. John Burns.*) Have you formed any opinion whether the troughs should be abolished and the bucket system of supplying water should be adopted. Are you in favour of the trough system of drinking for horses, or the bucket system, each horse drinking out of a bucket instead of out of a trough; have you formed any opinion about that?—No, I have not.

1659. It is a matter that affects the horses, you would admit, very closely?—Yes, I know that point, sir.

1660. (*Chairman.*) With your practical experience, do you think that the troughs as they are now, are sources of contagion to the horses?—No, I do not think they are; in my opinion, the trough system and the pail are not very different, in fact I think it is supposed that the pail is best because it can be rinsed out by the man on the rank or the cab driver himself if another horse has been drinking.

The witness withdrew.

Mr. Edward Henry Troughton, Inspector of Public Carriages, called in and examined.

1661. (*Chairman.*) What is your office?—Public carriage inspector. *Mr. E. H. Troughton.*

1662. Where do you inspect?—In the A, B, T, and V Divisions, sir. Rochester Row is the chief office.

1663. How long have you been what you are now?—20 years in the department, sir, and nine months as public carriage inspector.

1664. What were you during the remainder of the 20 years?—In the public carriage office.

1665. What were your duties then?—Clerical duties, sir, principally.

1666. How long have you been in the force altogether?—22 years.

1667. You went into this public carriage department very soon after you joined the force?—About two years after I joined.

1668. And during all that time you have been a clerk?—Yes, sir, about 20 years a clerk.

1669. And you have had very little outside experience of the police work?—Only at the police courts, where I have been called upon to produce records against the drivers charged with any offence.

1670. But you had very little experience of out-of-door work, of inspecting cabs at first hand?—No.

1671. But you have seen them as an ordinary citizen going about; you have not been stationed on the streets at public places?—I was not stationed on the streets, no.

1672. Where were you as constable?—In the M Division, Southwark.

1673. That is pretty crowded, but not so much with cabs?—Not so much.

1674. How old were you when you joined the police force?—20 years of age, sir.

1675. Had you before that time had any acquaintance with horses, harness, or vehicles?—Oh, yes, my relations had lots of horses and carriages; I have been well connected. I have numbers of friends who have vehicles, not licensed vehicles, but private carriages.

1676. Had you ever had any occasion to have anything to do with horses?—Oh, yes, sir, prior to my appointment I made it a study, and I still continue that study.

1677. That is a matter of professional inquiry, but I mean as a youth and boy, had you ever had anything to do either with the management or driving of horses, or with harness?—Oh, yes, I used to drive frequently, for years, I may say, since I was 16 years of age.

1678. Then you knew something about horses and something about the harness and something about a trap and make of a trap?—Yes.

1679. Before you took up this particular business?—Yes.

1680. And since you took it up you have made it a subject of private study?—Yes.

1681. And all the time you were clerk in the department until you were appointed inspector I suppose you had the opportunity of observing the same work that you are now doing yourself?—Quite so, sir.

1682. Whom were you under?—Mr. Ware, sir.

1683. During the long time that you have had experience of this kind of business, have you ever been aware of an instance in which a bribe was offered or accepted by police authorities for the passing of a cab which was otherwise unfit?—I have heard such things, sir.

1684. You have not experienced it, but you have heard of it?—I have heard of such things, sir, yes.

1685. Do you mean by heard of it, heard the people say it, or heard it in a way which led you to think it is true?—I have heard it generally spoken of.

1686. In the police, or by the general public outside?—I have heard it more generally outside, amongst the cab people themselves.

1687. But you have never seen proofs of it?—I can solemnly declare I have never been offered a bribe since I have been appointed public carriage inspector, and never accepted one.

1688. But, without its being personally offered to you, have you any reason to think that such a thing is commonly done as to put a coin of money under the seat of the cab?—I have heard of such a thing, but I have never seen it.

1689. (*Mr. Whitmore.*) Have you heard that with reference to any particular specific case, or merely current gossip that such things are done?—Merely current gossip.

1690. Never in particular, never with reference to a particular cab or a particular time?—No, sir, it has been merely current gossip. I never knew that.

1691. (*Chairman.*) Then this duty which you now discharge, does that occupy your whole time?—Yes, rather considerably more than my time; eight hours a day duty, and I average 12.

1692. Now, with the work that you now do?—Yes, sir, yes.

1693. Where do you carry on your operations, at one point?—No, sir, I have six inspecting stations.

1694. And your day is passed going from one to the other?—One to another, according to the Commissioner's regulations laid down for the different times and places.

1695. You are always on the job, always doing it at one time or another?—Always doing it, yes, sir.

1696. What is your general method of business, describe. Supposing a cab is brought to you this morn-

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ing, for instance?—I examine that cab thoroughly, sir, four-wheel, two-wheel, as the case may be; the wheels, the linings, particularly the doors of four-wheeled cabs. That is where I find the greater number of cabs unfit, in the four-wheel or Clarence cabs. I think I am a very fair judge of that cab, whether it is fit or unfit for public use. I sound the bottoms and windows, and see that they have sound windows, and that the windows do not rattle.

1697. Quite a competent judge; but do you consider yourself a competent judge of its structural safety?—I think so, sir.

1698. Do you at the same time inspect the horses?—Yes, I inquire whether that horse is to be used. Sometimes the cabs are brought direct from the paint shops newly painted, and not to be used that day, but to be passed, and the horse that is to be in that cab will not necessarily be used that day.

1699. Yes; but still you inquire—you say, "Is that the horse which is to draw the cab"?—I always inquire whether that is the horse to draw the cab.

1700. Is there anything in the world to prevent a cab owner or driver when he gets the thing home substituting a horse and putting in a worse one?—That is what does happen.

1701. There is nothing to prevent it in theory at all?—There is nothing to prevent it.

1702. It is only a breach of understanding; it would not be a crime at law, I suppose?—It would not be.

1703. So that you have to depend entirely upon the trustworthiness of the proprietor?—Of the proprietor or his agent, sir.

1704. The same horse might come, and be passed again and again?—It may do so, and I have known cases where it does occur.

1705. Another horse put in to do the job?—Yes.

1706–8. (*Mr. Cunynghame.*) And, in fact, in examining the horse are you not really going beyond the law; have you the power to examine the horse in strictness?—It is an Act of Parliament that provides that inspection shall be made of the horse.

1709. Could you direct us to that by chance?—I think it is by 16 & 17 Vict. c. 33.; that is the inspection of public carriages and horses.

1710. (*Mr. Whitmore.*) Then it is not going beyond your power?—No; but it is only in case where horses are reported unfit.

1711. (*Mr. Cunynghame.*) What is your reference?—16 & 17 Vict. c. 33, s. 2.

1712. (*Mr. Lough.*) Would you mind reading it?—"It shall be lawful for the said Commissioners of "Police to cause an inspection to be made, as often as "they deem it necessary, of all metropolitan stage and "hackney carriages, and of the horse or horses used "in drawing the same, within the limits of this Act; "and if any such carriage, or the horse or horses used "in drawing the same shall at any time be in a con-"dition unfit for public use, the said Commissioners "shall give notice in writing according to the pro-"prietor thereof, which notice shall be personally "served on such proprietor, or delivered at his usual "place of residence, and if after notice as aforesaid "any proprietor shall use or let to hire such carriage "as a metropolitan stage or hackney carriage, or use "or let to hire such horse or horses whilst in a con-"dition unfit for public use, the said Commissioners "shall have power to suspend, for such time as they "may deem proper, the licence of the proprietor of "such carriage."

1713. (*Mr. Cunynghame.*) Only one more question. You have told us that you examined the windows to see that they did not rattle?—Yes, sir.

1714. Have you ever travelled in a four-wheeled cab yourself?—I have, sir, many times.

1715. Have you ever found one that did not rattle?—Slightly; some more than others.

1716. Is it not a fact that the rattling of the windows in the four-wheeled cabs at present is really very bad indeed?—Not that I have noticed.

1717. You do not think so?—I have always made that a speciality.

1718. What I have asked is whether in putting glass into these windows they put india-rubber?—They put a rubber wheel, a small wheel, that lifts the pane up and down to prevent vibration.

1719. No, but I mean the glass and the wooden frame in which the glass is held?—Some of the modern builders do.

1720. But it is not universal?—It is not universal, no.

1721. (*Mr. Whitmore.*) Would you have power to insist upon that?—Yes, I could make the objection to it.

1722. (*Mr. Lough.*) Do you, as matter of fact?—Yes, I do, sir. It is a very strict order of the Commissioner, and I carry it out.

1723. You have said you have to work 12 hours a day sometimes?—Yes.

1724. Will you tell us how many cabs you pass?—In a day?

1725. Day first, and then per week?—I average 20 cabs per day within the time for passing cabs.

1726. What is the time?—My hours are from 10 to 3 for passing cabs.

1727. Every day?—Not every day.

1728. How often?—At the principal station twice a week, Mondays and Fridays.

1729. (*Chairman.*) You said you licensed 20 cabs a day?—I should say 25 in a day, on the two principal passing days at the two principal stations, on Mondays and Fridays.

1730–1. Not 20 cabs a day all the 365 days in the year?—No.

1732. Is there any season of the year when more cabs come up than others?—Yes, sir, just the week before Epsom.

1733. (*Mr. Lough.*) That is the busy season?—That is the busy time.

1734. You have no rule as to the season or day of the year; you are there?—Oh, no, every day in the year I am there, sir.

1735. You have told us, and we have seen by the Act, that you should inspect horses?—Yes, sir.

1736. Are you an inspector of horses?—I am the public carriage inspector.

1737. Is there any other inspector of horses?—No, but it is combined in the public carriage inspectors; they inspect carriages and horses.

1738. Well, do you take any steps to inspect horses except those you have described to the Committee?—I do. I have certain days for patrolling for that purpose.

1739. Where do you patrol?—Any part of my district.

1740. Do you ever go to a stable to inspect the horses?—I have no right to go to a stable except by special authority.

1741. Then, as a matter of fact, except that casual inspection in the street, there is no attempt to examine horses?—Well, as far as visiting the stables, we only visit those stables where we have a horse reported unfit for public use, where there is any complaint against the horse; we have no right really, according to the Commissioner's regulations, to enter that stable; without his authority we could not make a casual inspection of the proprietor's stables.

1742. Well, then, really the law of inspecting the horses, each individual horse, is not carried out strictly?—Oh, yes, it is carried out, sir; I misunderstood you to ask if I make special days for that inspection.

1743. No, I do not care how you do it, but is it done strictly, is every horse inspected?—Every horse is inspected strictly, sir; yes, once a month, and at an uncertain time; we have a night inspection for the purpose.

1744. But you do not catch every horse at night, do you?—That is when the worst class of horse and vehicle are to be found.

1745. You have just said you inspect every horse; will you tell me what steps you take to inspect every horse?—Every horse in a public carriage presented for my inspection.

1746. All the horses in London in hackney carriages?—I look at that horse if it passes me.

1747. You mean the horses that are brought up in the cabs?—I mean the horses that are brought up in the cabs.

1748. But you told the Committee that other horses are used in those cabs?—Yes.

1749. What steps do you take to get the other horses?—If I suspect such a thing, I make an application to be allowed to visit that cab proprietor's stable.

1750–1. Only if your suspicions are aroused?—Only if my suspicions are aroused.

1752. All the horses are not inspected?—It is impossible; they cannot be.

1753. Every cab is inspected?—Every cab is inspected.

1754. Every horse is not inspected?—Every horse is not inspected—well, every horse that is brought up with the cab is inspected.

1755. All the horses are not inspected?—Three or four horses are used in one day with a cab.

1756. You do not inspect them all?—They cannot be.

1757. (*Mr. Hopwood.*) Is there anything to prevent a fraud of this kind; assuming a cab passed by you, it is taken away, the plate is taken off and put on another cab that has not been inspected?—There is nothing to prevent it.

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1758. Have you ever heard of that being done?—I have heard of that being done; I have had brought under my notice its being done.

1759. What is done then?—The revocation of the licence. We put a stamp on each cab that we pass bearing the month and the approval stamp. I have heard, I have never found it out, that the stamp is taken off by some transfer means.

1760. (*Chairman.*) The stencil mark?—The stencil mark can be transferred from that cab, and put on another cab, and the cab that has been presented for approval taken away and the plate removed, and this kind of thing done.

1761. (*Mr. Hopwood.*) You might pass a cab every day and deal out a plate every day, and that plate might be put on a different cab every night?—That might be so.

The witness withdrew.

Adjourned till Friday at 11 a.m.

FOURTH DAY.

Friday, 29th June 1894.

PRESENT:

MR. HENRY CUNYNGHAME (CHAIRMAN, PRESIDING).

Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

SIR JOHN BRIDGE, Chief Magistrate of the Metropolitan Police Courts, called in and examined.

1762. (*Chairman.*) You have had a very long experience, Sir John, in magisterial duty in London?—I have had about 23 or 24 years.

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1763. And at present you are presiding at Bow Street?—Yes.

1764. I believe that at Bow Street very nearly half the cab cases of the metropolis are taken; you have handed in a return which shows that?—At Bow Street?

1765. At Marlborough Street, I mean?—At Marlborough Street. I have not given one for Bow Street.

1766. It was the Marlborough Street one that you gave?—The Marlborough Street and one in the East End.

1767. And Worship Street?—Worship Street; the others have not yet been made out; I only had the letter saying you wanted them the day before yesterday, and I sent all round.

1768. Now I will call your attention to the Act of 1 & 2 Will. 4. c. 22. s. 41; would you please explain to the Committee the effect that the Summary Jurisdiction Act of 1879 had upon that section?—The effect of the Summary Jurisdiction Act is that if a case is a summons or complaint to recover money without punishment then it becomes a civil debt under the Act of 1879, and being a civil debt must be recovered as a civil debt for which there can be no imprisonment until the process is gone through which is for the recovery of civil debt. That process, among other things, makes it necessary that the complainant, before he can send a man to prison for not paying his fare shall be able to prove that the man has the means to pay the fare, and of course that is information which it is impossible almost for a cabman to get without laying out a quantity of money, and spending valuable time for him, which makes the redress under the Act of 1879 absolutely useless to him, and so when he finds that is all the redress he can get, he says, "No, I will not have that, sir," and he goes away; that is the effect of it.

1769. So that, in your opinion, the operation of the Summary Jurisdiction Act of 1879 upon this Act of 1 & 2 Will. 4. c. 22. s. 41, was to destroy to a great extent its utility to the cabmen in recovering their fare?—Absolutely took away the value of it to them. Whether or not it is quite right to say that it did repeal this section to that extent is, I think, a matter of some doubt; because, although it is said here that it is recovered upon complaint, yet when this Act was passed, 1 & 2 Will. 4. the difference between the complaint and the information was not then laid down, and no doubt was not patent to the mind of the person who drew this Act. Still no person has ever ventured to say that this Act was still in force now; it may be, but it would require to be a very brave man who would put it in force instead of the Act of 1879, because he would be liable to an action if he were wrong; but in my opinion there is very good ground for thinking this Act is still in force, and if that statute is to be revived it would be right to state in a new Act that "Whereas some doubts have arisen as to "the present state of the law, it is enacted that pro-"ceedings may be taken under section 41, 1 & 2 Will. 4. "c. 22. in the same way as if the Summary Jurisdic-"tion Act of 1879 had not been passed." I think it is quite clear that to be just to the cabmen some such remedy as is contained in section 41 ought to be given to him, because he is without practical redress at present.

1770. I gather then that it is your opinion that it would be better to go back to this section 41 of 1 & 2 Will. 4. c. 22?—Certainly. I think it better to go back to that rather than to make any fresh enactment which would be liable to all sorts of litigation before we knew what it meant.

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1771. Now do you think that if that was done, if the law was as it used to be when this Act was passed, would that in your opinion give sufficient remedies to the cabmen, both in regard of cases in which people, bonâ fide perhaps, paid him too little, and also in regard of bilking, or not?—I think with one exception. At present the cabman is bound to go with a fare who says that he is charging too much, or when any other dispute arises to the nearest police station, or the nearest police court, and get the matter redressed at once. That, I think, is a very proper thing to retain, but there is no corresponding right given to the cabman. It would be impossible that it should be said that the cabman should take anybody to the nearest station really in the same way, because it might be used as a great means of extortion when a man was going by railway and what not, and say: "You must go to the police station." Rather than go to the police station he would pay him exorbitantly. But you want something to be a corresponding remedy to the cabman, and I think what he wants is this, that when a man does not pay his fare, or there is a dispute about it, he should be allowed to say to the fare: "Well, sir, please, you "must give me your name and address;" and although it would not be possible to retain that man until that address was verified, yet it might properly be made an offence punishable with a fine of 40*s.*, recoverable summarily, if he gave the wrong name and address, or refused to give his name and address. That power of making a punishment for not giving a name and address is contained, I think, in the last Railway Act with reference to people who travel without a ticket.

1772. (*Mr. Hopwood.*) The Act of 1889?—The Act of 1889, and a similar remedy to that is to say: "If you "give a wrong name and address, or do not give a "name and address, you shall be liable to pay a fine "of 40*s.*"

1773. (*Mr. Lough.*) Are you alluding now to cases where nothing is paid or where the payment is short; do you see the difference I draw? Supposing the cabman claims 2*s.*, and the fare only pays him 1*s.*, is that the case you are alluding to?—That is a case in which if a man refuses to give his name and address he should be liable to a fine.

1774. Do you recommend the same treatment for both?—Oh yes, certainly; I think there should be no difference between the two.

1775. (*Chairman.*) I will put Mr. Lough's question, perhaps, in another way. I think you are familiar, Sir John, with what has been called always "bilking"?—Yes.

1776. Which is different from a bonâ fide refusal to pay?—Oh, no doubt.

1777. It consists in running away—endeavouring to evade payment?—Or getting into a cab when he knows he cannot pay.

1778. That you would consider a form of bilking?—Yes.

1779. Well, are you of opinion (I think Mr. Lough wanted to know) that this provision that you have suggested would be sufficient to enable you to deal effectually with bilkers?—As far as it possibly can be done, and I believe it would to a very great extent stop it. Of course you cannot make any law to prevent thieving or murder, but the only question is to stop it so far as law can stop it.

1780. Would you be in favour of giving any further powers of arrest than those that exist at present, I suppose, for instance, if a person refused to appear before you at all; if a hirer of a cab, after being summoned under this section, absolutely refused to pay or appear before you at all, that you could issue an arrest warrant against him?—We would have power to do that under section 41 of 1 & 2 Will. 4. c. 22.

1782. Would you be for giving any further powers of arrest to the cabman?—Certainly not further than that, because it would be used very likely for purposes of great oppression; and it must not go further than that; that is to say, it could only be granted after application to the magistrate hearing the case.

1783. Would you be in favour, for instance, of giving a cabman the power to arrest a bilker without warrant?—Certainly not, it would not be safe.

1784. I do not know if I need go through at all the present powers of arrest, but speaking very generally I think it may be said that the only powers of arrest without warrant are in cases of felony, and in certain cases of offences committed under the very eyes of a constable?—That is so, and in certain cases where an assault has been committed, then after immediate pursuit you can arrest without warrant; I mean there are a few cases of the sort.

1785. I was not asking you purposely to go into it?—I do not want to go right through them—that substantially is correct, but not absolutely.

1786. And I think also under the Liquor Acts, for being drunk and disorderly there is a power of arrest without warrant given to the police?—In the account of offences created by the Metropolitan Police Acts, there is a large number of cases there where the constables can arrest.

1787. I see that under these various Cab Acts the times for laying the complaints are rather short; for instance—perhaps, Sir John, you will take it from me—I quote here from the book, "Complaint" under 5 & 6 Vict. c. 79. "must be made within 10 days"; under 1 & 2 Will. 4. and under 6 & 7 Vict. within seven days. It has been suggested that these times of limitation for complaints are, perhaps, rather short. Have you any view upon the subject?—I think they ought to be the same length, but I think 10 days would be enough for both.

1788. Would you be in favour of a complaint—that a man had been bilked say, and had only just succeeded in catching hold of the man who had bilked him—would you be in favour of giving the magistrate power to extend that time a little, because otherwise the man might be quite unable to see the bilker or to find him out?—Supposing he had been bilked, he would go to the magistrate next day, or within the seven days or 10 days, and make his complaint and get his warrant.

1789. Get his summons, that is to say?—Summons or warrant; then he has done sufficient to bring him within the Act. It is unnecessary to have him before the magistrate within 10 days simply, he must take proceedings within the 10 days. I think that is quite right; I should not like to extend that.

1790. Then there is a section to which I should like to call your attention. Section 27 of this early Act of 1 & 2 Will. 4. "Be it enacted that all pecuniary "penalties and costs incurred by reason of any offence "committed by the driver of any hackney carriage "against the provisions of this Act shall, unless such "driver shall pay the same, be levied by distress and "sale of the goods of the proprietor of such hackney "carriage, and for want of sufficient distress such "proprietor shall be committed to the common gaol or "house of correction, there to remain for any time not "exceeding two calendar months, unless such penalties "and costs shall be sooner paid." I believe it has been complained on behalf of some of the owners that that is rather a hard provision, that where, for instance, a driver was guilty of an offence that the proprietor of the cab should be liable for it if the cabman could not pay. Have you any view upon that subject at all?—No, I have not, because I have never had this section complained of or used in a way which seemed to me in any way unjust to the cab owner.

1791. Then now I will call your attention next, Sir John, to sections 41, 42, and 43?—41 we have had.

1792-94. That is the one we have had; another question upon it. What I am intending to ask about is the provision for punishing a man who asks more than his due fare—a driver?—That is later on, I think; 16 & 17 Vict. c. 33. s. 17, I think is the last Act that dealt with that. "Every driver of a hackney carriage who shall "demand or take more than the proper fare as set "forth in schedule (A) to this Act."

1795. Would you be for some modification of that section, Sir John?—It might be very hard sometimes for a man to be made guilty of an offence punishable by a penalty, where he does it innocently, where he does not know that he is asking more than his fare. It may very well be that a cabman may be wrong in a few yards, therefore it might be fair to make the section read in this way: "Every driver of a hackney carriage "who *knowingly* shall demand or take more than the "proper fare as set forth in schedule (A) to this Act."

1796. May I ask again with regard to the word "takes"; that section would almost seem to cover the case where a cabman took a present, took money from a person who knowingly paid him more, and wished to?—There is no doubt there are some other sections about that too, in which it would appear that he is liable to a penalty if he takes a present from the man, more than his right; but practically, I fancy, that is innocent in

its effects because nobody would ever think of doing it, and if it was, the magistrate would find some way out of it; he would never punish him.

1797. You would never convict a man?—I would never convict a man.

1798. You would probably take the line that there was no *mens rea*?—They would find some way out of it; it would be monstrously unjust if a man gave him a present like that.

1799. Then with regard to these two sections of 1 & 2 Will. 4. c. 22. ss. 42 and 43?—Section 42 is repealed.

1800. 43 and 44?—44 is repealed at present.

1801. "43. And be it enacted that no agreement, "whatever, made with the driver of any hackney "carriage, for the payment of more than his proper "fare as the same is allowed and limited by this Act, "shall be binding on the person making the same, but "that any such person may, notwithstanding any such "agreement, refuse, in discharging such hackney "carriage, the payment of any sum beyond the proper "fare"?—I think that is clearly an improper section, because it might very well be that a man goes over night, and says to the cabman, "I want you to go down "to my house at half-past six in the morning, to take "me to such a place. I will pay you so much for it." It is monstrously unfair to say that that cabman is to be punished for that. I think 43 and 44 might properly be repealed; I do not think they are any use to the public.

1802. (*Mr. Whitmore.*) Are they practically abused at the present time?—No, not practically. I mean it might be thought a grievance to the cabmen to have it in, and I think it is useless; it is no protection to anybody. Of course you might have a cabman who would agree to come at seven o'clock in the morning to take a gentleman to the railway station, and the gentleman might rely upon his coming, but when he did come he might say, "I will not take you to where you want to "go unless you pay me first the amount you said you "would."

1803. (*Chairman.*) There ought to be some check?—That might happen, not often, because when a gentleman goes to a cabman with a special fare of that sort the cabman is generally a person who knows the gentleman and lives in the neighbourhood, and it would be very much against his interest to go and be dishonest in that way. I do not think that practically it is any advantage to the public, and I think it might properly be repealed, both that section 43, and 44.

1804. I think it is the law at present, Sir John, that a cabman is compelled to wear his badge at all times when appearing before you, even in cases unconnected with the cabs?—I believe that is the law at present.

1805. The strict law?—The strict law.

1806. But a law that would not be very often enforced, I presume?—It is always enforced in cab cases; when a cabman is summoned in a cab case, or even when he comes as complainant, he must bring his badge with him.

1807. That is for the purpose of identifying him?—For the purpose of identifying him. Even in cases of complaint by himself, or when he appears as a defendant for doing something wrong, it is extremely advantageous that he should wear the badge; but in a case which is not connected with the cab business, for instance, if he were summoned for a bastard child or what not, it would be very wrong and unnecessary to make him wear the badge in that case. I mean it should be in cab cases, only that he must wear a badge.

1808. And principally, I presume, for the purpose of enabling the hirer or complainant to identify him; he would know the name?—That is the object of it. He wore such a badge, the constable might say, and the wearing of his badge would enable the magistrate to see that he is the right man. If any dispute arises as to the right man, the badge is very valuable testimony one way or the other.

1809. Either showing that he is or is not the man?—Showing that he is or is not the man if he denies it.

1810. I do not know if you are able to answer this question at once, but could you tell us whether there are any special arrangements for hearing the cab cases in the metropolitan police courts—any special days?—Oh yes, I think at almost all the police courts days are fixed during which cab cases are taken; for instance, at Marlborough Street I believe there are two days, but then, of course, they are taken more often if it is necessary to take them more often. Then, as a rule, cab cases are taken as soon as possible after the court meets, after luncheon. By that time most of the charges are over, and as soon as the charges are over the general practice is, first of all, to take the school board cases, then the hackney carriage cases, and then to go into private party summonses. I do not think you could make any more general rule than that. Of course, it is very important to those men to get away, and for the constables to get away who are the complainants, as it were—the complainants against the cabmen—therefore every effort is made in all the police courts, according to the arrangements in the district in which the court is. They vary very much in different districts as to the convenience of the public, but, as far as possible, cab cases are taken as soon as possible after the time comes for hearing them. They are always summoned for two o'clock; after that time we take them as soon as it is possible to be done at each court.

1811. They are summoned at two o'clock in order not to keep them waiting in the morning?—They are taken as soon as it is possible to be done at each court, so as not to keep them waiting. Summonses are taken at two o'clock, and then they are taken as soon as possible according to what has to be done in the court. I think you may take that as the practice everywhere.

1812. Would you be of opinion that a driver's licence ought to be *ipso facto* voided by convictions for felony; have you any particular view about that; there seems to be no provision in the Acts for voiding licences?—No, there is not. I think it would be in the discretion, probably, of the Commissioner to do what is right in that case; certainly he would never give him another if it were a bad felony, but, on the other hand, I do not know whether in all cases of felony a man ought to lose his licence.

1813. Have you formed any opinion at all upon taxameters—I think they call them taxemeters—the means of measuring the distance driven in a cab?—That is a matter entirely between the cab driver and the cab proprietor, you mean.

1814. I mean also for showing the hirer of the cab how far the cab has gone, by way of settling disputes as to fares?—I have not seen one; I do not know what it is, I have only read a description of it.

1815. We had some German witnesses who explained it to the Committee?—I have only seen accounts of it in the paper. Of course, the main object is in order to protect the cab owner, is it not?

1816. No, it is chiefly to avoid disputes between the hirer of the cab and the cabman. It seems a sort of machine which will indicate how many miles have been gone since the cab has been hired?—I believe anything of that sort would be almost impossible to rely upon in London.

1817. From a mechanical point of view, you mean?—From a mechanical, and also it might be so easily misregulated; it might be a very proper thing for the matter to be discussed between the cab driver and the cab owner, but I do not think that the public would——

1818. (*Mr. Lough.*) I would like to ask two more questions upon that point of bilking that you expressed an opinion about. You stated that even in the worst case of bilking, that is, where a man gets out of a cab and says, "I have no money," and laughs at the driver; that even in that case the driver should have no remedy except taking the name and address of the man who had bilked him?—And getting a warrant next morning—at once.

1819–20. I am speaking of the moment. You say at the moment you would have nothing but the asking his name and address?—No.

1821. Do you not think that the man who had done the bilking would also be capable of giving a wrong address, and what would you do in that case?—I should hope the police would find him; they would have a warrant and go about and find him.

1822. But how would a warrant be issued?—The man comes down next morning and says, "I drove a man of "a particular name and address and he refused to pay "me, in fact he had no money and he laughed at me;" and immediately the magistrate would grant the warrant.

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1823. Supposing he had not the right address—the man gave a wrong address?—The warrant is against the man who bilked, not against the man who is living at a particular address. The address given would be merely the mode of finding him, but the warrant goes against A.B., or whatever name he went by, who committed this offence.

1824. Do you not think that will give the cabman and the police a great deal more trouble than if the driver were allowed to say to him: "Well, sir, I do not "want to bandy any words with you, but you must "come to the police station with me and give your "address there"?—I think it may be made a means of extortion against innocent people in a large number of cases, the power of doing that.

1825. That is the point I want to ask you; could it be an innocent person who had no money?—Of course a man might be perfectly innocent and have no money, he might have left his purse behind him, or ladies especially find out that they have no money when they thought they had.

1826. Do you not think it would be better to leave it to the discretion of whoever was in charge of the police station to decide?—Then you would have to take the lady or gentleman to the police station, and I do not think you ought to compel them to go there.

1827. In this case of giving the driver nothing?—Of course, giving the driver nothing may be for various reasons; in some cases because by accident they have got nothing; giving the power to take persons to the police station in all cases where they did not pay would be a means of putting power in the hands of drivers of hackney carriages to extort money in a way that would be injurious to the general public.

1828. Then you draw no line between the man who pays something, who pays say 2*s.* instead of 2*s.* 6*d.*, a short fare, and the man who paid nothing at all; you would draw no line in the treatment?—The difference would be this, that next morning the cabman would come and complain to the magistrate who would grant the summons; in the other case he would grant a warrant and make such observations to the constable as would make it effective.

1829. That is not my point. I have no doubt when you got him you magistrates would do your duty nicely; but I am on a different point. My point was what the driver would do at the moment the offence occurs; on that point you would allow no difference?—On that point I would allow no difference; in no cases would I allow power of immediate arrest to the driver.

1830. Or take him to the police station?—Or take him to the police station. I say very often you might get a pretence of there being a difference of opinion; the driver knows this gentleman wants to get the train to go off to Paris, and will say, "Come along, "you must come to the station with me." I think he would say, "Well, I would rather give you a sovereign "or two sovereigns than do that"; and I think it would be a dangerous power to give at present. At present there is no power to get a warrant.

1831. Do you think a man would be seeking to go to Paris without any money in his pocket?—He might without money or changeable money in his pocket.

1832. It might be as well to stop him?—I am only showing you the way in which it might be, in possible cases, made use of for a great oppression, and be a great means of extorting money from the public. You must be very careful; whatever you do in that way do not give the cabmen the power of extorting money from the public.

1833. Speaking of that Act where it is an offence to take more than the fare, you said you would be in favour of the word "knowingly" being put in before "takes"?—Yes.

1834. Who "knowingly takes"?—Yes.

1835. Would not that throw upon the fare the difficulty of proving that the driver knew?—I think that, of course, must be a question for the magistrate in each case. Supposing a driver in London were to charge 5*s.* for a fare which was only 1*s.*, the magistrate would clearly say that was knowingly. If he found it was only a few yards one side or the other the magistrate would say, "There is no evidence of its being "knowingly"; he would say, "It is not," and the cabman ought to be dismissed.

1836. But seeing the driver is examined at Scotland Yard about his knowledge of London, and seeing the pains the police take to put up a table of fares to each place, do you not think it would be better to leave the law as it is?—I have no objection to leave the law as it is. I thought it was possibly a grievance in the minds of the cabman, because, when he thought that the fare had come over two miles, and found out it was only two miles and a yard within, that he should be punished seems hard. I want to avoid the possibility of his being punished for that, where he asked me, say, for half-a-crown and it is just a yard or two out.

1837. Yes; but is it not equally hard to throw the onus on the fare; it is the cabman's business?—I do not think so—because sometimes there is no doubt that fares are extremely hard upon cabmen—where the fare is a yard under 2*s.* I think the fare ought properly, if he is a proper-minded man, to give half-a-crown.

1838. Then you say you would repeal the law which forbids the driver to accept an excess fare if he has been able to make a bargain; did I understand you to say so?—Taking more than the fare if there has been a special bargain made.

1839. You would repeal that law?—I would repeal that law; I think it unfair in special cases, where a man wants something specially from the cabman. If it were different, you know, if the bargain were made with a man on the stand, then I think it ought not to be repealed; but if a bargain is made very often by the cabman at his own house it ought not to be applied to that. In what way it could be done I do not know.

1840. Do you not think it would open the door to a great many cases where the cabman would say, "Oh "you agreed to give me 5*s.* or 10*s.*"; and the fare would say, "I never agreed to do anything of the "sort; he asked me a large sum; I got into the cab "trusting to the tariff, and now he wants to say I "ought to pay him a double tariff." Do you not think it would open the door to a great deal of dispute of that kind as to whether the bargain had been made or not?—I do not think the difficulty of it would be practically felt.

1841. Do you know the number of cases that come up at Bow Street on an average each week?—I have asked for reports from all the courts; I have got them given me from two courts only to-day, but I should think there would be something like 40 a week, or something of that sort; I do not know.

1842. (*Chairman.*) We have that return; it is given by police courts?—Oh yes, police courts.

1843. It has been got already by somebody?—Yes, you must have it; the police must have it.

1844. (*Mr. Lough.*) Are you aware that the drivers complain that the magistrates are always very hurried when the cab cases come on?—I do not, practically; from what I have seen in the paper I know it is said. I have never seen any exhibition of complaint on their part that the cases have been too much hurried.

1845. As matter of fact from your own experience, do you find them a bore, if I may say so, or must you take them in a very hurried way—the cab cases?—I should not say that I ever took a case so hurriedly that I did not come to the bottom of it.

1846. Of course, it is rather a difficult matter?—That is all I can say about it; whatever it is, you must come to the bottom of it before you decide it.

1847. Is there a practice in the courts to recommend the men to plead guilty and have a small penalty, in order to dispose of them quickly?—Certainly not with the knowledge of the magistrate. I do not believe that is done by the warrant officers or anybody. I have not the least doubt there are persons belonging to the cab business, cab masters, who say to these men, "You will get less if you plead guilty."

1848. Well, now, is there any ground in the conduct of the case at the police courts for supposing that that is so; that that is a fact, namely, that if he pleads guilty he will get off with 2*s.* 6*d.*, whereas if he gives the magistrate trouble he will have 10*s.*?—I should think not. I will not say this, that supposing a cabman is summoned for an offence, and he deliberately lies, according to the opinion of the magistrate, in his defence, the magistrate would not to some extent be guided by that, but would say, "This is a bad fellow; "I must fine him because he is a liar as well as a "violator of the law in the cab case too." I do not mean that that is a course I should adopt myself, but I say it might act upon some men's minds, I have no doubt; properly or improperly, I do not say which it would be.

1849. Is there any impatience of hearing the driver's witnesses?—Well, of course, I am never in a court in which I am not the magistrate.

1850. Well, I am asking about your court?—All I should say is that I should consider myself to be acting extremely wrongly if I showed or had any impatience in hearing the drivers' witnesses, and I have not the smallest doubt in the world that expression of what I do is true of all my brother magistrates.

1851. Is there any difference in the weight, if I can put it that way, in the opinion of the policeman's evidence on the one side and the driver's or other lay persons who may be on the other side, on the other?—Not the smallest, because I think one's experience is this, that the policeman lies as much and not more than anybody else. There is just as much chance of a policeman lying or a policeman speaking the truth as anybody else, therefore you must judge only as to whether the truth is spoken or not, by the way in which the evidence is given on the one side or the other. There is exactly the same chance to my mind of a policeman lying or not lying as of an ordinary man lying or not lying, except that you will see that the one is sometimes brought there against his will. The policeman is obliged to do it in his duty, and the man who comes on the other side comes there with manifestly a strong bias in his own mind. That is the way you look at all evidence. You do not put so much strength on the evidence of the man with the strong bias as if he came there as a witness who has no interest either on the one side or the other. Of course there has always been a very strong opinion among the poor and cabmen, I think, that the police have an interest in the conviction. Well, that is absolutely untrue, I am sure.

1852. (*Mr. Whitmore.*) You think such an impression prevails?—I am sure such an impression does prevail. I do not know that it does so much now, but in former days I have heard it expressed that the policeman gets money by it, and I have always taken pains in cases of that sort to explain to the people that in all cases where policemen come there as witnesses, instead of being to their advantage it would be to their disadvantage, because they have to come as witnesses when in the natural course of things they would be in bed or asleep.

1853. (*Mr. Lough.*) Would it be better, or a relief to the courts, if there was a special court for cab cases?—Relief to the courts?

1854. Relieve the police courts?—The police courts would have less to do, of course.

1855. Would it be of importance or necessary from that standpoint?—A special court would be absolutely the most injurious thing to the interests of the cabmen and to everybody else that may be, because the necessity is that where a man's mind is doing only one class of cases it would very soon lose its judicial faculty; it would be the same sort of injury to the man always having that particular case before him as a repetition of too much cabbage would be to his stomach.

1856. I see in your case you take on an average 80 cases a month, 20 a week for the last four months?—Yes.

1857. And in London there are nearly 5,000 cases a year. Well now, seeing that there are only 15,000 men employed in the industry, does it not occur to you that that is a very large number of prosecutions in proportion to the number of men at work in the industry?—I do not quite understand how I am to answer that question, because I could not form an opinion beforehand as to what the probability would be. I have no data as to what in your mind would be the number of cases, and I cannot say whether it is larger or less than I should expect.

1858. (*Chairman.*) Perhaps I might explain. This question has been raised before. There are 15,000 cabmen, and the number of cases in the year against them is 5,000 in the average, and I believe what Mr. Lough was intending to ask was this: Is it not rather a large average to have 5,000 cases in a year against 15,000 men?—You see, what seems to me the explanation of this is, that considering the crowded state of London streets, it is necessary for the police in order that the streets should be kept anything like free from obstruction to summon a very large number of people for that purpose, and the offence is a very small one, but it is because of the crowded state of the streets, and however small sometimes the offence may be in point of the idea of the cabman, yet how important it is that the policeman should have obedience from the cabman to his directions as to keeping the streets in order.

1859. Yes; but my point is, if the offences are so small as you now say they are, is it not a pity for those small offences to be brought before the metropolitan police courts and to occupy the time of the magistrate?—Not at all, because, however small, yet it is excessively important to both parties and to the public that a proper view should be taken of the thing.

1860. From your observation of the streets when you are being driven in a cab, have you ever noticed any reluctance on the part of the driver to obey the policeman when he asks him to stop or go on, or anything like that; do you think there is a general reluctance on the driver's part?—To obey the police?

1861. To obey the police?—I say certainly in the great mass of the cases there is not.

1862. If there is not this reluctance, then, how do you account for such a large number of cases?—Because they do not obey. In the large number of cases I see no reluctance.

1863. Perhaps you will tell me what are the chief of those small charges?—These small charges, as far as omnibuses are concerned, are delay; as far as cabmen are concerned, stopping in places where they ought not to stop, and blocking the streets.

1864. That is for plying, as it is called?—Plying or obstruction.

1865. Take plying; they are trying to get a living then?—Yes.

1866. Trying to get a fare?—Yes.

1867. You have a good many cases of crawling?—Yes, and stopping still more than crawling, I think.

1868. What I want to get at is this; might not both these classes of cases arise from the want of proper standing accommodation?—It arises from the standing accommodation not being in the place where cabmen find that it is useful to them to be as being a place from which they can get fares. Of course, the necessity of dealing with these cases arises not only because they are an obstruction to the streets, but also because it is excessively unfair for a cabman to get a fare when he is crawling, when the men who are on the stand obeying the law lose that fare which they ought to have. That becomes really an injustice to them.

1869. Well, I will put it this way: is the cabman to blame because there is no standing in that place?—The cabman is to blame if he breaks the law; I cannot say more than that.

1870. I want to put it the other way, if you will. You have admitted that the reason they are there is because the public want them?—And because they can get a fare there.

1871. Well, that is another way of saying the public want them?—Yes.

1872. And you have admitted also that there is no standing room, or might not be standing room there?—In the street where the people are mainly.

1873. Now my point is, do you not think it unfair that men should be made criminals of—for that is what it comes to—for breaking defective regulations of that sort?—Defective regulations?

1874. Yes; you admit there is no standing where it is wanted?—Because, take a place like the Strand, you could not have a standing in the middle of the Strand.

1875. There might be a standing say at Charing Cross Railway Station, or it might be arranged in some way?—I am afraid it is a matter I am not familiar with to say where the standings ought to be; it would require a good deal of knowledge of the streets more than I have to tell you. I agree certainly with this that all the standing room which it is possible to give to the cabmen ought to be given. Where it should be I could not practically tell you, or whether all is given that could be given I could not tell you.

1876. But my point is that if the driver commits a breach of these regulations, do you not think it is a little hard that it should be immediately made a criminal offence and brought before these important courts?—I think it is necessary in order to stop

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it that it should be made criminal; I do not see otherwise how you would stop it. For an offence punishable by a fine it would be necessary to have a court to hear it. I do not think it could be said that the police court is at all too important a court to take these cases. Every case is important to the person concerned in it, therefore the importance of the case depends entirely on whether or not it is important to the person interested, and they are both interested very much, the public are interested in the streets being kept in order, and the cabmen are interested in being allowed to obtain their fares.

1877. You have admitted that it is in the effort of making his living that the man makes the mistake, if he makes it?—I am afraid that I have heard that very often from men who had stolen fruit in Covent Garden Market: "I did it to get my living."

1878. Do you not think there might be in this case an arrangement to get a middle course between the drastic law of the policeman, making a criminal of everybody who breaks the regulations on the one hand, and letting them altogether free on the other?—Of course there must be that discretion which is exercised by every policeman I should hope. Sometimes he thinks it better to shut his eyes. I have no doubt he does very often shut his eyes, but that you must not make it an offence I do not agree; I think, if it is necessary, that it should be an offence, in order to protect persons in the streets and let the passage of the streets be free; I think you cannot alter the fact that it must be made an offence.

1879. And you do not think it is possible to have any improvement in this system of allowing the police to apprehend these men for loitering and plying and bring them before these police courts?—I think that a special court for it would be very bad indeed, and I have not had suggested to me any other court to which it would be proper to bring them. I think it is a very proper duty of magistrates, and an important one to the public, to see that the streets of London are properly kept, and I think it is one of the things that strikes the foreigner in London. I have often heard Frenchmen speak with admiration of the way in which the police do manage the streets of London. They are as careful to let a poor old woman go across the streets as a duchess, and you will see them taking across young children with the greatest care.

1880. Do not the cabmen assist them in that duty?—There are very many cases in which the drivers disobey the law and go the wrong side of a refuge, to the very great danger of the public.

1881. Thirty-three per cent. of the charges are for plying and loitering; did you know that?—No, I did not know it.

1882. And that cannot apply to plying?—Plying is one of those things which is clearly, to my mind, necessary to make an offence, because it is for the protection of the cabmen themselves who are on the stands that plying should be an offence; if it were not, then you would never have any cabmen on the stands.

1883. But if there is no stand in the neighbourhood?—There always are stands in the locality, but the difficulty is that very often they must be or are in a side street. I have no right to assume that the police do not do all they can to give proper standings.

1884. But it is not a matter of police?—The making of cab ranks is a matter of police, is it not?—

1885. (*Mr. Whitmore.*) Scotland Yard?—Scotland Yard.

1886. (*Mr. Lough.*) What I meant to say was, a municipal authority might be able to arrange a cab stand where the police cannot do so always?—It is done, you know, by the authority who take care of that. I do not know one set of Englishmen who do their duty better than another set of Englishmen. I believe all the servants of the country do their best for the country. I do not know that a municipal authority would do it better than the other. I have no doubt they will all do it equally well. There is no magic in the words municipal authority.

1887. (*Mr. Whitmore.*) With reference to some of Mr. Lough's questions, is it not the fact that the police magistrates now have to deal with a great number of difficult questions which are in no ways criminal, besides these cab cases?—Oh, yes.

1888. I mean difficult cases which are really civil cases, arising under Building Acts and Sanitary Acts?—Yes, a great many.

1889. And that is one?—It is extremely useful, I think, to the mind of the metropolitan magistrate that he has such a variety of things to do; that keeps him clear in the judicial faculty which can only be got by that variety.

1890. If his mind were occupied with one class of cases only it would deteriorate?—Considerably; mine would at least, I am sure it would.

1891. Would it not be difficult to secure a competent magistrate to try only one class of cases?—I think every competent magistrate would get out of it if he could, and if he did take it, or was obliged to take it, he would soon become incompetent.

1892. Have you any views as to the present cab radius—as to whether it is the right radius?—I have not considered that point at all.

1893. (*Mr. Hopwood.*) I am anxious, Sir John, to get upon the notes some of the types of offences which come before the metropolitan police magistrates, and the penalties which are imposed by the statutes for such offences. May I take you through two or three of them?—Certainly; but you cannot hope that I shall recollect them.

1894. No; for aught I know the penalty may be the same in each case. Plying for hire without a licence, for instance, can you tell me what the statutory penalty is?—I could not. I know it is not less than 40*s.*, and one never thinks of putting any more. My impression is that it is 40*s.* I could not tell you. I mean one hardly ever imposes that for any of these offences. One does not clearly know; the penalty inflicted is less than the maximum, therefore one does not take the trouble to look in each case; it quickly goes out of his mind, except to know that a certain punishment is within the powers that you have got.

1895-7. I will not press you with regard to it. I will ask the Chairman to let us have a statement of statutory offences and their penalties if he will be good enough to direct it to be done.

1898. (*Chairman.*) You might suggest them to Sir John, that would be the simplest way?—There is one penalty of 40*s.* which, I think, might be reduced.

1899. (*Mr. Hopwood.*) Is there an appeal under the Hackney Carriage Acts to quarter sessions?—If the punishment is a certain amount, there is an appeal; but I do not know that there is an appeal in every case to quarter sessions where the punishment is very small.

1900. Is there not an appeal where imprisonment is inflicted without the option of a fine?—I think that is so now in every case. I am not sure, but I think so. My recollection is that where there is imprisonment without the option of a fine under the Summary Jurisdiction Act of 1879, there is the power of appeal.

1901. Now, I have the penalties before me, if I may be allowed I will take you through two or three? "Plying for hire elsewhere than at some standing or "place appointed for that purpose, penalty 20*s.*"?—Yes.

1902. That is not a penalty upon which you have any observations to make? I understand you are in favour of an alteration of the penalty in one case?—Well, I do not think that ought to be altered. I have never heard any complaint about it being enforced too rigorously, so as to be——

1903. (*Mr. Lough.*) What penalty do you actually impose in that case on the average?—As an ordinary rule, if it is a first offence, you merely make them pay the costs.

1904. And the second?—Next time I should make them pay 1*s.* and costs, and double it next time, if done more than once within a very short time.

1905. (*Mr. Hopwood.*) "Causing obstruction in any "public street, road, or place by loitering or wilful "misbehaviour, penalty 20*s.*" The same observation would apply to that?—The same observation would apply. There would be a very small punishment first of all.

1906. "Allowing any person besides himself, not "being the hirer or a person employed by such hirer, "to ride on the driving box of his carriage, whether hired or unhired." That is not a serious matter?—

No. But it is an offence which varies very much in its character, because very often it is used for the purpose of giving a lift to what are called touts, who go about and get fares for a particular cabman against the interests of the other cabmen, and, therefore, that ought to be stopped, and has to be stopped with sometimes a substantial fine.

1907. Then I understand that the penalty in practice would in that case approximate more nearly to the maximum penalty?—No; it would be for a first offence 2*s*., and 2*s*. costs. The costs in our court are only 2*s*. as a rule.

1908. "Permitting or suffering any person to ride or "be carried in, upon, or about, a hired carriage without "the express consent of the hirer"?—That is the same thing.

1909. "Standing or plying for hire with hackney "carriage, or suffering it to stand across street or "alongside another carriage, or within 8 feet of the "curbstone, penalty "20*s*."?—That is an offence of which there are very few instances. I do not recollect a man being summoned for that offence.

1910. "Feeding horses in the street, penalty 20*s*."?—That is one of the sections of the Police Act not under the Cab Acts, that.

1911. "Refusing to give way, penalty 20*s*."?—Refusing to give way?

1912. That is, to any private coach or carriage. I take it that is very seldom resorted to?—Very seldom. I never heard of it.

1913. I should think in these days it is extinct?—I am sorry to say it is impossible to keep all these things in my head. I do not know anything about that section in practice.

1914. I wanted to come to the forty-shilling penalties?—Forty shillings?

1915. Yes. "Plying for hire without fare-plate affixed to carriage, penalty 40*s*."? That is a more serious offence in itself?—Yes. Of course it might be one that might have very serious circumstances about it.

1916. I understand you that where imprisonment is inflicted without the option of a fine there is an appeal to quarter sessions?—I think so. You must not take that from me. I do not want to be bound by that answer. There may be some limits to it, you know, in the Act of Parliament.

1917. As your recollection is not very good upon the subject, I may take it that appeals are very rare from these hackney carriage cases?—From these hackney carriage cases; one would hardly know such a case.

1918. As to the summonses, we had it from the inspector at Scotland Yard that a summons would not be applied for to a magistrate until permission to apply had been obtained from a superior officer at Scotland Yard?—Yes.

1919. How is the application made to you? Is anything in writing put in before you to show that the constable has been authorised by his superior officer to apply?—Yes. The officer comes and puts in the writing upon which the summons is granted—the information and the evidence.

1920. Then the constable himself is called?—At the hearing. He does not come before us before the hearing.

1921. The application for the summons is generally made by the superior officer?—The application for the summons is generally made by the superior officer. He puts in the writing from which the summons is made out—the evidence of it.

1922. I assume that in nine cases out of ten the police are the complainants in these cases under the Hackney Carriage Acts?—The Cab Acts?

1923. Yes?—Yes; I should think so, certainly. Probably more.

1924. More than nine cases out of ten?—About that, I should think.

1925. The penalty is inflicted, I assume, upon the testimony of the constable alone? There can seldom be corroborative evidence?—Very seldom. I always begin to doubt if the constable has corroborative evidence. He knows there is something peculiar about it when he calls upon somebody to support him.

1926. Then it rests with the magistrate in his discretion and judgment to probe the evidence of the constable, and believe it or disbelieve it as he thinks right?—Probing gives him some insight into it; but he has to hear the statement of the defendant; and I need hardly say when a man is a defendant in a case of this sort, one puts as much belief—I mean, thinking what his statement is enables the magistrate to bring his mind to judge whether the constable is speaking the truth or not, and if the statement made by the cabman is that which leads you to think that the constable is not speaking the truth, then of course you probe it much more carefully. But the real thing which you go upon is the statement of the defendant.

1927. The magistrate, I take it, puts questions both to the constable and to the defendant for the purpose of testing the statement of each?—I believe that the magistrate has no legal right to put questions to the defendant, but, practically, when he has made a statement you say to him, "Well, the difficulty about your "answer is so-and-so." You are not to put questions to him, "Did you do this or that?" But, substantially, you get the statement, which you probe, of the defendant, and also of the constable.

1928. I wanted to ask you a question on another point. When a conviction is pronounced against a cabman, is his licence marked as a matter of course?—Yes.

1929. His licence is marked for the most trivial offences?—Except, you know, as I have said, for the most trivial offences in practice we only make him pay the costs of the summons. That is not a conviction. But where there is a conviction, and there is a fine, then you must mark the licence.

1930. His licence is not marked where he has to pay the costs only, and no fine is inflicted?—Where he has to pay the costs only, and no fine is inflicted.

1931. But whenever a fine is inflicted for an offence, however trivial, the licence is marked as a matter of course?—It must be. The Act of Parliament says it must be marked.

1932. Do you find you have the same cabmen up before you over and over again, as a matter of practice?—Very often. Under these Acts you have the same men over again. But, of course, if you have the same cabman there over and over again for drunkenness as a cabman, I think very often the best penalty for him is to have his licence revoked.

1933. But you find in practice, I suppose, that some licences are marked over and over again; you have a licence before you which is decorated with bad marks, not only by yourself but by your brother magistrates?—Not decorated, as far as cabmen are concerned. I may say there are cases of omnibus men for delay until there is a large number of entries very often. But for cabmen, as a rule, there are not many.

1934. The magistrate has no power, has he, to mark a licence with an expression of opinion that it should be withdrawn?—No; he can cancel it.

1935. He can cancel it?—He can cancel it or suspend it.

1936. Would he do that because he found a number of convictions endorsed upon it *per se*; or would he only do it in consequence of a case of peculiar gravity having been brought before him?—He would do it for both causes. If a man was convicted very often for being drunk as a cab driver, then you would revoke his licence.

1937. (*Mr. Whitmore.*) There is no appeal against your cancellation of licences?—No; but he can get another licence afterwards. What happens is, if a man's licence is cancelled, then he gets a little probation outside, and gets a good character, and then he comes to the magistrate, and the magistrate writes a letter to say that he might have a fresh licence.

1938. (*Mr. Hopwood.*) That is recommending him for a fresh licence?—But he always gets it as a matter of fact if the magistrate recommends it.

1939. He gets it as a matter of course?—At least, I take it he does.

1940. The question of punishments again. When a penalty is inflicted, the magistrate has power, I believe, to grant time, has he not?—Yes.

1941. Is that power extensively used—time to pay?—It is used a good deal. But if you ask whether it is generally used, I should think not, because one finds from experience, where time is granted there is very often very great difficulty in getting the money. It is abused.

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But whenever it is a case in which it is reasonably to be expected the money would come if you gave time, you give time. In the ordinary cases it is not very necessary, because whether you do it or not the money is paid. They do not often go to prison for it.

1942. You have power to ask for security, have you not?—Yes. But I do not think it is ever necessary to do that; because if a man can give security, he can get the money. If he can give security, the man's friends have got the money to pay these fines.

1943. Do you put it as high as this, that men seldom go to prison because they cannot pay the 40*s.*?—Forty shillings?

1944. Yes?—If they were fined 40*s.*, I daresay they would go to prison. You see, the great object which a magistrate has with reference to all questions of fining, if he does not want the man to go to prison, is to hit the amount which he can pay, and will pay; and he is generally successful in my experience. Of course, on the other hand, if you think he ought to go to prison, you say so at once.

1945. Then may I put it in this way, that if the magistrate is not successful in hitting the amount, and he finds the man will have to go to prison, may I take it that he then grants him time upon his application as a matter of course?—Not as a matter of course, because there must be some reason to believe that the money will be found. If there is reason to believe that the money will be found we grant him time.

1946. If the magistrate is not successful in hitting the amount which will save the man from going to prison, he has power to substitute a smaller fine, I suppose, in order to save him from gaol?—I should be very sorry to say that he has the legal power as a matter of law; as a matter of fact, very often ——

1947. He does?—It is said: "You have fined this man 5*s.*, he has got 4*s.*," and then you take 4*s.* Although it is not strictly legal, or may not be strictly legal, it is done.

1948. Are the applications for time made to the magistrate or to the clerk?—Oh, to the magistrate.

1949. I suppose the police courts, as a matter of fact, with a very small staff, would have very great difficulty in dealing with these questions of time, security, and collection of money, and so on?—If done behind the magistrate's back, do you mean?

1950. No, not at all. I mean that you have a very small staff for administrative purposes at the police court, and the duties of collecting money outstanding where time had been given would devolve upon that small staff?—I do not think there would be any difficulty about that. The real difficulty is if the money is not paid there would be sentence of imprisonment to follow nonpayment. There would be a warrant out against the man, and he would be taken up.

1951. Then it amounts to this, Sir John, that the powers conferred upon the magistrates under the Summary Jurisdiction Act of 1879, as to granting time and so on, are not frequently used, because the magistrate, in his good discretion, imposes a fine which he thinks the man can pay?—And does pay.

1952. Yes; or in the alternative, he sentences him to imprisonment because he thinks he should go to prison?—Because he thinks that he would not get the money without, very often. In the very large number of cases a man would say, "I have not got the money;" then—of course, I do not know how—but somehow or other they find out whether they have the money, they say, "Well, if you do not find the money, you go to "prison." Then it is paid in the course of the day. It constantly happens that they are told: "If you do "not find the money you go to prison;" then it is paid at the end of the day. It is perhaps letting out the secrets, but this is the way in which it is done; they come and say, "A man has not paid at the end of the "day, but he says he has got 4*s.* instead of 5*s.*, or he "promises to pay to-morrow and I think he will, sir," and so on, you see,

1953. Yes?—But, of course, you never send to prison unless you think it absolutely necessary to do so to get the fine.

1954. And where you decide it is a case for imprisonment, and impose an imprisonment and not a fine, then there is a right of appeal?—No, I do not know; in cases in which there is power of imprisonment under the Act—not where the imprisonment comes from warrants of distress.

1955. No; I wanted to bring that point out.—Where there is power to send to prison absolutely then there is an appeal, but where imprisonment comes in default of distress I do not think there is power of appeal.

1956. Then, again, where a man is liable to imprisonment after a warrant of distress has been issued, and there are not sufficient effects, the court can postpone the issue of the warrant for any time it thinks fit?—The warrant?

1957. Yes. Where a warrant of distress has been issued, and there are not sufficient effects, the court has still power to postpone sending the man to prison, has it not?—Oh, yes; the magistrate would not sign the commitment.

1958–9. If he finds that the man cannot pay after distress has been issued?—After distress has been issued, or without distress. Where he can send to prison for nonpayment with or without distress he has always power to keep the commitment over until he thinks it necessary.

1960. (*Chairman.*) I think a magistrate has no power to send a man where a debt is recoverable by civil process, where he cannot pay?—I am dealing with cabmen committing offences. Where it is the case of a fare —a civil process—then there is an order made for payment; then a summons to show cause why he should not be sent to prison; and then it must be proved that the man had means to pay.

1961. (*Mr. Hopwood.*) I only want to trouble you as to one other point, Sir John, and that is this: Have you any recollection of the sixpenny fares that were in existence formerly?—No, I do not recollect them.

1962. You are not familiar with the provisions of the Traffic Regulation (Metropolis) Act?—That is a recent Act; yes.

1963. Of 1867?—Yes.

1964. Under that Act, if I may recall it to your mind, it was provided (section 26) that where the fare now payable by law on hiring any hackney carriage "standing on any stand shall not amount to one "shilling the driver shall be entitled to charge one "shilling"?—Yes.

1965. Before the passing of that Act, apparently, a cab could be called off a stand for a sixpenny fare?—It seems so by that Act; but I could not say whether it was so or not.

1966. I thought it might be in your recollection that the sixpenny fare was abolished by that Act?—I am aware of that section of the Act, but I am not aware whether the sixpenny fare was abolished or in existence before. It may have been. I do not know whether it was or no.

1967. It was abolished by that Act, so far as cabs on stands are concerned?—It may be so.

1968. You do not recollect?—I cannot tell you.

1969. (*Mr. John Burns.*) I am very sorry, Sir John, that I was not present when first your examination commenced. But I have only one or two questions to ask you, and my first is an amplification of what Mr. Whitmore asked you with respect to a special court. Do you not think, Sir John, that purely civil and municipal matters are in sufficient numbers in London at present—such as cases under the Sanitary Acts, and Adulteration Act, and Weights and Measures Act, and Building Act, and school board cases, and many others that I need not mention—to warrant special courts of a non-criminal character for these cases?—Most of these are of a criminal character; school board cases are criminal.

1970. Well, not criminal in the sense that a thief is. There is a greater element of doubt in each of these sets of cases than in the case of a man being charged with thieving from a shop. For instance, take school board cases, and Building Act cases, and adulteration, where there is a very large element of doubt?—I think it would be very improper to have any special court for special offences.

1971. But agreeing, as I do, with you that it is advisable for a magistrate to have a variety of cases for the purpose of giving greater discrimination in each case, do you not think that there should be a grouping of analogous cases, either against the civil or criminal law, instead of school board cases being tried in the same court with cases of a criminal character, such as indecent assault, and theft, and more serious cases?—It is true it is the same court, but practically they are

not heard at the same time. Indecent assaults and the graver class of charges are heard in the morning, and school board cases are taken in the afternoon.

1972. Admitting the necessity for variety, do you not think there might be a classification of certain civil and municipal cases?—I should think it would be very mischievous indeed to do so. That is my opinion, my strong opinion.

1973. I suppose you are aware that cabmen generally are under the impression that it is as difficult for them to get an impartial consideration of their case, and what they describe as fair play, as it is for a camel to go through the eye of a needle? You are aware of the impression are you?—My evidence, that is, so far as I have seen, is that it is certainly non-existent. I have heard it said that that is their impression. I have no doubt they would themselves say so; but I have never seen any exhibition of that feeling amongst them.

1974. That is not the question, Sir John.—You ask me if I am aware of it, I said no.

1975. Have you not heard cabmen so express themselves, even in your own court?—No, I have seen no manifestation of it, so far as appearance before me is concerned.

1976. Would you be surprised to hear that it is a general impression?—Not the least surprised that they should say so, but as to whether it is a true impression I cannot say.

1977. Not the truth of it, but the existence of the impression among cabmen?—I am not aware of the existence of the impression. It may be expressed that they have that impression; but as to whether it is existing I am not aware. If it had been existent I think I would have seen something of it.

1978. Do you consider that the absence of rank accommodation in the neighbourhood of the Strand is an encouragement to crawling and obstruction and consequent appearance before yourself and your brother magistrates?—I have not the least doubt that if the Strand were wider, and we could have cab stands in the Strand, it would save an enormous number of cases coming before us.

1979. Do you not consider, as apart from widening the Strand, it would be possible to have better regulations for the cab traffic, particularly at night time when the theatres are turning out all their people?—I should have to consider it very carefully, and go over the district, before I should like to give an opinion upon it.

1980. Upon that matter, do you not think that the local authority—not necessarily the central authority—would be more likely to be the best judge and the best authority for providing rank accommodation rather than the police?—I think the police must have much more knowledge of the geography of each street and better know the requirements of each street than anybody else.

1981. More than the local authority?—Much more.

1982. (*Chairman.*) Are we not getting rather beyond our scope?

1983. (*Mr. John Burns.*) I am anxious to deprive Sir John of the number of cases that he gets of omnibus men and cabmen, and I want to prove, or I want to know, whether the absence of rank accommodation is the cause?—I am perfectly certain of this, that any authority whatever—local, or gentlemen living in the neighbourhood, anybody in the world, being of opinion that places existed which they could name which would be fit for cab stands—I have not the smallest doubt that the police would give every consideration to their suggestion. I know, as a matter of fact, that the desire of the police must necessarily be to find as many stands as they can. You must recollect the public very often object to a cab stand in their neighbourhood, just as much as other people want it.

1984. You condemned cab touts, I noticed, on the ground that they touted for special cabmen, to the detriment of the general cabmen?—Yes, I understand they do.

1985. Have you many cases of that character before you?—There are a good many cases of men riding on the springs, you know, and who are said to be touts. They say they are friends of the driver. "It was my "brother-in-law" a cabman might say when someone jumped up specially for touting purposes.

1986. Do you suggest, Sir John, that sufficient time is given in your court for the consideration of each cab case?—Certainly I do.

1987. And the impression that the cabmen have that sufficient time is not given is a mistaken one?—In our court, yes. You see, it is very difficult to get a man to think that he has been properly heard; but my opinion is that you have not only thoroughly to hear a man but to get him to think it; and when a magistrate hears a case, I think we all take care that time is given not only to let the man's case be sufficiently heard, but that he may think so in reason, and he generally does.

1988. (*Mr. Whitmore.*) Probably every individual person who appears before a police court thinks his own case is of extreme importance, naturally?—Naturally he does.

1989. (*Mr. John Burns.*) You said you thought a case of bilking would be met by a warrant being granted next morning?—Yes.

1990. Why not a warrant on the same day?—The same day if the cabman could go down to the court at once to get the warrant. Only, as a matter of fact, practically he could not get down to the court till next day.

1991. May I put this case to you? Suppose a man gets into a cab, rides for six hours in that cab, and contracts a fare of 16*s.* or 18*s.*; he goes to a building, in at the front door and out at the back. The cabman sees him half-an-hour afterwards, and naturally he is doubtful as to whether he will ever see him again. Do you not think it unfair to the cabman that he should be compelled to lose a day's pay next day in applying for a warrant against a person whom he is very likely not to get apprehended unless a constable the moment that he sees him arrests the man on the evidence of the cabman that he has been robbed of his money?—The cabman loses his rights, it is quite clear, by it. But that it could be remedied, I do not think—like many other things in this world which are wrong.

1992. But is not the difficulty that is placed in the way of the cabman apprehending, so to speak, the bilker on the spot, a direct encouragement of bilking?—I think not. I think cases of that sort have been so very rare that it would be absolutely unnecessary to give a power to cabmen of arrest which might be used, and would be used, most detrimentally.

1993. But although rare, is not the seriousness of the offence sufficiently strong to warrant strong measures in stopping it altogether, if it is possible?—It is a very serious offence; and if it can be done with safety to the public I should be very anxious indeed that a power should be given. But I am convinced it should not be given to a cabman to arrest a man or to call upon a constable to arrest him simply on the statement of the cabman, "This man owes me money, "and has not paid me."

1994. Then your impression is that the power that would remove that disability from the cabman would impose a greater disadvantage on the public?—Yes.

1995. And would lead to extortion?—Certainly. That is the reason I object to it.

1996. In theory you agree?—In theory I agree it should be done; but it could not be done without power of extortion being given, which would be most dangerous to the public. The remedy which I have suggested would in my opinion very greatly put a stop to bilking.

1997. One puts the question I am going to put to you with a certain amount of hesitation, because it is rather difficult to put to a magistrate; but I will put it this way: In the event of any magistrate having said to a cabman, when the cabman expressed willingness to give references, that he "would not accept a cabman's "reference or a cabman's word"—do you not think that would be going too far on the part of a magistrate?—All I can say is, it is an expression I would not have used myself. Whether it was used or not I cannot say.

1998. Is not that assigning rather undue preference to the policeman?—If it was said, certainly.

1999. (*Mr. Hopwood.*) Would you view with satisfaction any alteration in the law which would enable a cabman to ask for prepayment from his fare under certain circumstances?—As at present advised, I should say certainly I object to it. I do not mean to say that you might not put some circumstances to me where I might not say, "Under those circumstances it

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might be done." But generally, certainly it ought not to be allowed.

2000. (*Mr. Whitmore.*) Might that not be a means of stopping bilking in certain cases?—No, I think not; I do not think it can be properly done.

2001. (*Mr. Hopwood.*) You said at an earlier period that there was some penalty which you had in mind which you thought might with advantage be altered; can you give us some information about that?—That is the penalty—a very small one—6 & 7 Vict. c. 86. s. 17; it is a very small matter, practically it does not affect the driver, because it is never imposed, you know, "Every licensed driver, conductor, "and waterman shall at all times during his employ- "ment, and when he shall be required to attend before "any Justice of the Peace, wear his ticket con- "spicuously upon his breast in such manner that the "whole of the writing thereon shall be distinctly "legible; and every driver, conductor, or waterman "who shall act as such, or who shall attend when "required before any Justice of the Peace, without "wearing such ticket in manner aforesaid, or who, "when thereunto required, shall refuse to produce "such ticket for inspection, or to permit any person "to note the writing thereon, shall for every such "offence forfeit the sum of forty shillings." Forty shillings seems to me too much for that; it ought to be 10*s.*

2002. Ten shillings?—And I have said before about that, that I think a cabman might properly be allowed to come into court without his badge if it is a matter totally irrespective of cab business. I believe they feel they do not like to be always wearing it.

2003. In cases other than cab cases?—In cases other than cab cases.

2004. (*Mr. Lough.*) Have you had any experience anywhere else with regard to cab cases—I mean anywhere out of London—with regard to the law or prosecutions?—No, none sufficient to be able to give any information about it. I mean I have simply the same information that every traveller has going about.

2005. You never, for instance, contrasted the number of prosecutions that arise where the cab system of a city might be under the local authority with what we have in London, where it is under the police?—No, I have had no figures given to me.

2006. (*Mr. John Burns.*) Can you give any reason for this fact, that in the City where there is a greater number of vehicles going through every day, the proportion of cases of cab obstruction and crawling is considerably less than in the metropolitan district where there is a smaller amount of vehicular traffic?—Because during the evening, which is the great cause of it in London in the metropolitan radius, the City is empty; that might cause the whole thing.

2007. Yes, but taking hour for hour?—Well, I do not know whether it is so. If it is so, the only reason that could account for it is that there are more police per man than in the metropolitan district. I believe that is so, there are many more police.

2008. I would ask for it as a fact. I am told it is a fact?—I mean I do not know anything about it of my own knowledge.

The witness withdrew.

Mr. John Ronaldson Lyell, M.A., Chief Clerk at the Marlborough Police Court, called in and examined.

Mr. J. R. Lyell, M.A.

2009. (*Chairman.*) You are Chief Clerk at Marlborough Street Police Court?—I am.

2010. How long have you been there?—I have been Chief Clerk there for 11 years.

2011. Will you please tell the Committee generally, in your own words, what the arrangements are for hearing cab cases at Marlborough Street?—At Marlborough Street we have two afternoons a week set apart for the hearing of cab cases. They have to appear before the magistrate at two o'clock in the afternoon.

2012. May I take it that at Marlborough Street the division of business is that those things which may be called offences of a wicked character, so to speak, are taken in the morning, and that those that are contraventions of statutes rather are taken in the afternoon?—There is a general division of that kind.

2013. Is that division common to the metropolitan police courts generally?—Yes.

2014. It is a general principle?—It is a general principle.

2015. Making that difference between what may be termed an offence and what may be termed a contravention of a statute?—Exactly.

2016. Which might not be a very wicked thing, though punishable?—But you understand, for instance, if a murder case were to be brought in in the afternoon it would be heard.

2017. Quite so; a murder case might possibly come in in the middle of a cab case?—Quite so; or any other serious case. But it would not be taken in the middle of the cab cases. The cab cases would always be heard first. They have precedence of everything during two afternoons a week.

2018. Now have you any information to give us as to the average number and character of the offences there committed by cabmen?—We have in the morning charges of drunkenness in the course of the year.

2019. Cabmen who were drunk would be brought up in the morning, would they?—Yes; who had been apprehended in the night as drunk while in charge of their cab.

2020. And when you speak, then, of the cases in the afternoon you allude to cases like loitering and improper plying for hire, and so on?—Yes, summonses.

2021. You sit in court, I presume, when a great number of these cases are being tried and heard?—I do, sir.

2022. I am not going to ask you any questions upon the construction of the law, because that would be more for the magistrate, but I want to ask you this: Are there many cases in which those who hire cabs are brought up by drivers for not paying—for instance, cases of disputed fares, where the cabman summons the hirer?—Oh, very few indeed; one a week is the average throughout the year.

2023. Have you had many cases of bilking—that is to say, cases where a man runs away and attempts fraudulently to avoid paying anything at all?—No; that is quite beyond my experience as a clerk at Marlborough Street—if you mean by bilking the action of a man who hires a cab and tells the cabman to drive to a certain building, and goes in at one door and disappears at another; we have no experience of that at the court, because, you understand, the man would get off.

2024. (*Mr. Whitmore.*) He is never taken?—Yes.

2025. (*Chairman.*) That may be owing to the great difficulty possibly of detecting these offences?—That is so; he would escape.

2026. Well, then, of those cases in which there is a dispute between the fare and the driver, have you any opinion as to whether in those, as a general rule, the cabman is right or the fare is right? Can any general observation be made?—Where there is a dispute about a fare you may take it that the cabman is almost invariably right, if he summonses the hirer.

2027. Have you many cases of prosecutions or of summonses by the hirer against the cabman, as distinguished from the police? Do many private people bring the cabmen into court?—Very few indeed.

2028. So that most of the cases really are police prosecutions?—Yes.

2029. Now, it has been in evidence before us that to 15,000 cabmen there are about 2,000 of what are called the graver crimes, including drunkenness; and about 2,000 of the minor contraventions, I will call them, such as loitering—in fact, there are nearly 5,000 prosecutions per annum among 15,000 cabmen. Does that strike you as a large average? It is one offence, you see, for every three men nearly?—I think it is a large average, yes.

2030. And of drunkenness there are 1,400 cases, we observe, among 15,000 men?—But with regard to the last answer, in many cases the same driver appears before the magistrate for different offences, and they

would all be considered different cases. For instance, John Smith might appear before the magistrate to-day for being drunk; John Smith might appear next week for loitering; John Smith might appear the week after for plying.

2031. One quite understands that; but still, with 4,900 cases among 15,000 men, that would be, I suppose, a large average?—It is a large average; but still I have known cases of men being over and over and over again convicted of different offences; and I have known also cases where cabmen have been cabmen for twenty-five and thirty years and they had never been once convicted until they came before the magistrate.

2032. (*Mr. Whitmore.*) So that the number of individual cabmen who are proceeded against in the year, in your judgment, is much smaller than the number of cases which has been quoted?—Yes; that is what I wish you to infer.

2033. (*Chairman.*) You mean a good many of the cases would be the same offender over and over again?—Yes.

2034. (*Mr. Lough.*) But does not that apply to all grades of working men—I mean that the same individual may come up—as well as the cabmen?—It applies, generally speaking, to all street offences. It would apply to flower sellers causing an obstruction in the streets.

2035. (*Chairman.*) Now, as at present, Mr. Lyell, the only mode a cabman has of recovering his fare from anyone, either in a bilking case or not in a bilking case, apparently, is to do so as a civil debt?—It is so in consequence of the Summary Jurisdiction Act, 1879, section 6.

2036. From what you have seen, does your experience lead you to think that it might be desirable, particularly in cases of bilking, to give rather wider powers to cabmen, as used to be the case before the Summary Jurisdiction Act?—I have had many years' experience before the Summary Jurisdiction Act of 1879, and I have a very strong opinion that that section, section 6 of that Act, ought to be done away with.

2037. Section 6 of the Summary Jurisdiction Act?—Of 1879, yes. So far as relates to cabmen, you understand.

2038. That is what I mean.—So far as relates to cabmen; and I have a strong opinion that section 41 of the Act of 1 & 2 Will. 4. ought to be re-enacted.

2039. Will you kindly explain the effect that the Summary Jurisdiction Act had upon the old section that you have mentioned in the Act of 1 & 2 Will. 4. c. 22. You might take the statute and please explain to the Committee all the difference?—I think I can explain it without the Act. The old section of Will. 4. treated the nonpayment of a cab fare in the same way as the nonpayment of a fine. It also gave the power, in certain cases of aggravation, to impose imprisonment with hard labour on the hirer who did not pay his fare. By section 6 of the Summary Jurisdiction Act cab fares were put on the same level as any other debt; that is to say, before they could be enforced the cabman must show that the hirer is in a position to pay. First he comes to take out the summons, then he has to appear at the hearing to obtain the order; after the service of the order he has to come a third time to take out a distress warrant, and if a return of nulla bona is made, he comes a fourth time to take out a judgment summons, and a fifth time to the hearing of that when it has to be proved to the satisfaction of the court that the defendant has or has had since the date of the order means to pay. Sometimes the process of distress warrant is omitted.

2040. And all to be done against a man who cannot pay?—Oh, my experience is quite contrary to that. My experience is that the people who do not pay are perfectly able to pay, and my experience is that cabmen almost invariably get their fares and their costs, but they have to wait a considerable time, and are put to a considerable trouble in getting it, and that would be avoided in a very great measure indeed by the re-enacting of the old section of Will. 4.

2041. Are you of opinion that any powers of arresting people for bilking should be given to cabmen; I mean arresting them in the street if they find them?—I have rather a strong opinion against that; that might be made a lever for extensive extortion on the part of cabmen. You mean arresting without warrant, giving a man into custody there and then. "This man does "not pay my fare, he is going to bilk me, take him to "the police station." I say that that would be a lever for extortion.

2042. But with a warrant, you would give power to a magistrate?—By the re-enactment of the section of Will. 4. the magistrate would then have the power, on information, to issue a warrant.

2043. Have you any other suggestions, Mr. Lyell, that you would like to make to the Committee?—Well, it has often struck me that section 35 of 6 & 7 Vict. c. 86., which gives the power to the magistrate to cause the proprietor to pay the cabman's fine, is contrary to our notions of justice at the present time.

2044. Now, would you think that it would be a good plan, where a man was refusing to pay his fare, to give the cabman a right to demand his name and address, and if he refused to give it, or gave a false one, to make that a punishable offence?—Yes, I think that the cabman ought to have the same power as the hirer, to compel the hirer to go with him to a police station when there is a dispute. The hirer can compel the cabman, but I do not think the cabman has the right to do that.

2045. I will come to that in a minute, if you do not mind. The question I asked was whether the cabman ought to have the power to compel the hirer to give his name and address. That is the point?—I think he ought to have, certainly.

2046. As regards the other point, do you not think it possible that a threat of taking a person who is just going down to Brighton, we will say, for a holiday, to the police station would make him pay 5*s.* instead of going there; would not that be used as a lever?—The gentleman going to Brighton would possibly be coming back to London, and he would be in time to lay his complaint against the cabman. I think the cabman ought to have that power.

2047. There is another alternative. Do you think it would be better to take away the power in both cases, leaving it simply optional to go to the police station, rather than giving either of them the power of arrest?—I think that the old provision ought to stand enlarged so as to give the cabman that power.

2048. But do you think it, as a general rule, right, that people should be able to drag one another at once before tribunals? Would you be prepared to extend that generally into law?—I should not be prepared to extend that to every class, but I should not object to give a cabman the power of saying, "If you dispute "your fare, come to the police station." You can reach a police station in five minutes.

2049. I will give an instance of the sort of thing that might occur. A person might be attending the funeral of a relative, and it would be rather awkward for him to be told, "You must at once come to a police station"?—Let him attend the funeral.

2050. Pay the money and summons afterwards?—Pay the money under protest and summons the person afterwards, and that would be an aggravation of the offence that the cabman has committed in the eyes of the magistrate, and would be properly punished.

2051. And you consider that would be better, for both to have this power of taking the other before the tribunals than that neither of them should have it?—Yes, I do.

2052. (*Mr. John Burns*). What is the average number of cases in connexion with cabs that you get at Marlborough Street on Tuesdays and Fridays? That can be put in, you need not trouble about the exact number?—Well, during the winter months we have more cases than during the summer months, as a rule.

2053-4. To what do you attribute the fact that in winter time the cases are considerably in excess of those in the summer?—I have no special knowledge, but my own private opinion might be that it is because during the season and the good weather they have got plenty of business to do, and during the winter they have really to go about the streets and to seek their fares, and in doing so they commit these offences for which they are summoned.

2055. And the difficulty in earning their living, through causes that I will not enumerate, drives them to go near the legal line in winter, while they keep away from it in summer?—Well, I should say so.

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2056. Can you tell us the proportion of cab cases against cabmen that are dismissed, and the number of them in which the cabman is either fined or imprisoned?—The large majority of the cases are convictions.

2057. Are they mainly for drunkenness?—Not drunkenness only. Plying for hire, loitering, wanton driving, no badge, not giving way, and a great many of those little offences.

2058. Has it come to your knowledge that cabmen complain about the insufficiency of time and consideration that they receive in all London police courts in connexion with their cases?—I have seen it said in the newspapers, but I am prepared to say that in my experience, and I have been at four police courts, there is not the shadow, not the tittle, of foundation for that complaint.

2059. Have you ever heard cabmen say that whilst they were in the witness box or the dock?—What?

2060. That it would be as well to own up to an offence of which they were only partially guilty on purpose to get away, and have a small fine imposed, rather than stay longer with the chance of being acquitted altogether?—If you ask me whether a cabman has said so, I cannot contradict you; but it is so very, very rare that I cannot remember an instance. You understand that the majority of cabmen who are summoned to the police court spontaneously plead guilty. There is no inducement whatever to the cabmen in the court to plead guilty, and the punishment is exactly the same whether they plead guilty or they go into the case and it is proved, because at our court at Marlborough Street, as a rule, for these offences of loitering and plying we have a regular tariff. For instance, in a first offence, that is to say, when a man comes before the magistrate and his licence is clean, our invariable practice is only to fine the man sixpence and the two shillings costs, and that would be whether he pleaded guilty or whether he said that he was not guilty, and the magistrate found him guilty.

2061. You said just now that there was a spontaneous desire on the part of many cabmen to plead guilty?—I meant by that that there was no compulsion whatever.

2062. Yes, "spontaneous" expressed it?—They come before the magistrate: "Do you plead guilty or not?"—"Yes, sir, I plead guilty." Then the policeman says, "This man was loitering at the Criterion on so-and-so day at so-and-so hour." The magistrate says, "Is that right?" The cabman will say, "Yes, sir." That happens in three-fourths of the cases.

2063. Well, but in cases other than these cabmen is there not a spontaneous desire to plead not guilty?—I assure you that is not my experience.

2064. In cases other than those of cabmen, in three-fourths of the cases at the London police courts, is there not a spontaneous desire on the part of defendants to prove their innocence, and to protest against pleading guilty?—People who are summoned for street offences—vanmen for standing longer than necessary with their vans, flower sellers causing an obstruction, and similar offenders plead guilty quite as much as the cabmen do; and really, if you were to ask me about people charged with theft, I should say there were even more pleas of guilty than with cabmen.

2065. You would say that?—Yes.

2066. Then you do not consider the spontaneous desire on the part of cabmen to plead guilty, particularly for the first one or two offences, is due to an impression in the cabman's mind that he had better do that, and that he had better be punished or fined for a slight offence than spend more time and money in proving himself innocent of it?—No. My impression is that they know that they have loitered, or have plied for hire off a standing, and that they plead guilty because they have no defence or because they may have been abusive to the policeman, or guilty of some misconduct, which, if it were all gone into, might aggravate their offence. I believe that is the reason why they plead guilty. But you understand that my impression is this, that a large majority of cabmen are respectable people, and do not come to the police courts. It is only the residuum that come to the police courts, and the residuum in some cases, as in all trades and professions, is very bad.

2067. Then if the cabman were under the impression that undue importance or weight was attached to the policeman's evidence as against his, would you share that view?—The cabman is interested.

2068. In getting off?—The policeman, as far as I can judge, is disinterested.

2069. Then any opinion or impression that a cabman may have to the contrary in your opinion is unfounded?—I do think so.

2070. And policemen who deal with cab cases are moral miracles, are they?—Oh, I do not agree with that at all about their being "moral miracles." But, as a rule, the policeman has never seen the cabman whom he has summoned in his life before.

2071-2. (*Mr. Whitmore.*) What you mean is that by obtaining a conviction a policeman gains no profit to himself?—I do not know of any profit.

2073. Not any actual profit, but any chance of advance in his career?—That would be a matter for the police; that does not come before the police court; I do not know anything about that.

2074. I only wanted rather to show that when you said the policeman was disinterested you were not really justifying Mr. Burns' criticism that therefore he was a moral miracle, but he was merely acting as an ordinary man would—he was not interested?—Exactly so, in the course of his duty; exactly so.

2075. (*Mr. John Burns.*) Then you consider that the uncorroborated evidence of a policeman against a cabman is really more valuable from the point of view of the public interest than the uncorroborated evidence the other way round—of the cabman?—Well, the cabman is interested; he is summoned; he is defendant; he is trying to escape,

2076. A defendant entirely upon the evidence of the policeman that may be unsupported?—Well, in all these cases the magistrate takes all the circumstances into consideration; he takes into consideration the manner in which the constable has given his evidence, the consideration of where the offence has occurred, and all that sort of thing.

2077. Have you formed any opinion as to the advantage that would be given to the public and to the cabman and cabowner if the present system of trying cab cases were abolished and a special court dealing with cab cases and similar cases were instituted?—Well, personally speaking, I should be against a special court for cabmen.

2078. On what ground?—As I should be against a special court for school board cases, because I think that the person, whether he be a magistrate or anybody else who has to deal with those cases, ought to be a person who has more general experience in life; it would tend to contract his views constantly to be trying one set of cases.

2079. (*Mr. Lough.*) I notice in the return you put in, Mr. Lyell, that you have about 50 cases a month during July and August?—Yes.

2080. That is 12 a week, but you get up to 220 cases in some of the winter months, which is 54 a week. Now, I suppose in these winter months when the cases get numerous you find it difficult to deal with them all in a court?—If you mean to ask whether we have plenty of time to deal with them, I think we have plenty of time to deal with the cab cases; I do not consider that we do not have time; you see, as I have said, they generally plead guilty; that does not occupy time, but if they do not plead guilty they receive as much consideration in their cases as any case in the world, and a man may have an hour or an hour and a half to his case, just as it happens, or he may have constant adjournments

2081. But my point was—I showed you that there are 40 additional cases a week in winter?—Yes.

2082. Must not that cause some inconvenience to the court?—Well, they are numerous, certainly, but I do not think they cause much inconvenience. Of course the assemblage of such a large number of defendants must, of necessity, cause some inconvenience.

2083. If they defend the cases and the cases are protracted, then it is still more inconvenient, is it not?—For whom?

2084. Well, for the court, for everybody?—It is our business to attend there each day, and we do not think about convenience or inconvenience to ourselves.

2085. I see; and you do not think that this extra number does, as a matter of fact, overcrowd the court

or give any serious inconvenience to either the clerk, or the magistrate, or the police?—I should not say that it gives serious inconvenience.

2086. It does give some inconvenience, though?—Yes, it may give some. I really have not made up my mind about the convenience or inconvenience; I really cannot give a decided opinion about that; personally I do not see much inconvenience.

2087. Well, do you think this extra number which you spoke of, when it arises in the winter months, creates a disposition to hurry through the cases a little?—Never; I say positively, never.

2088. I want now to ask you a question about the bilking; I did not catch quite clearly whether you are in favour of a man who pays nothing being brought to the police station because he pays nothing, to give his name and address, that it may be inquired into; what do you say about that class of bilker?—If a man pays nothing I certainly think that the cabman ought to have power to take him to the police station to get his name and address.

2089. In order that they may check his name and address?—Yes, to get it.

2090. But if it is a question of short fare, of paying 2*s.* instead of 2*s.* 6*d.* would you allow him in that case to be taken to the police station?—I think it would not become necessary, and I do not think that the cabman would ever seek to take a fare to the police station in a case of that sort.

2091. You said in answer to Mr. Burns that the evidence of the police is as a matter of fact generally accepted?—Certainly.

2092. You said that his manner of giving evidence impressed the magistrate, but do you not think he gets more practice in giving evidence than the cabman who is brought up occasionally?—Oh, I said that was only one thing; I said the magistrate took all the surrounding circumstances in the case into consideration.

2093. Are you of opinion, Mr. Lyell, that the magistrate is influenced favourably to the constables, the policeman's evidence, by the manner in which he gives it?—In certain cases I should say——

2094. (*Chairman*). I understand your question is this: as a fact, do magistrates incline to believe the word of constables more than cabmen, as a general rule; that is the question—do they incline, when a constable says one thing and the cabman says the reverse, to believe the constable, as a rule, more than the cabman or not?—I am unable to give a general statement as to that; it would depend entirely on the case; each case has to stand entirely on its own legs.

2095. (*Mr. John Burns.*) But may I interpose here? You said in a previous answer to a previous question that the cabman was interested and the policeman was disinterested?—Yes, I do say that still.

2096-7. Well, does not that at the outset convey to your mind, as it does to mine, that preference would be given by the magistrate to the policeman's evidence as against the cabman; the fact that the cabman is a defendant necessarily creates in the mind of a magistrate a preference in favour of the constable who gives evidence against the defendant?—I should say if the magistrate is under the impression that the constable is disinterested and the cabman is interested, he would prefer the evidence of the constable.

2098. (*Mr. Lough.*) Now, I want to put a question or two on the point of the policeman being disinterested. Do you not think a policeman has got an interest in proving any case that he brings into the court?—I do think a policeman has got an interest in proving any case that he brings into the court, but I do not see what interest he has in first bringing the case in if he cannot prove it.

2099. If he hastily brings it to the court it is his interest as an officer to prove it if he can?—Oh, of course it is.

2100. Well, I think there is quite as much interest then on his side as there is on the side of the cabman; the cabman after all has only an interest up to 2*s.* 6*d.*?—When I said that the policeman was disinterested I meant this: here is a policeman standing in the street to regulate the traffic; he sees the cabman causing an obstruction, a man that he never saw in his life before; what possible interest has he for taking the man, a total stranger, and haling him before a magistrate?

2101. (*Mr. John Burns.*) Except that he might have sworn at the cabman, and the cabman might have sworn at him?—If the cabman swore at him then he might be incensed.

2102. Or he at the cabman?

2103. (*Mr. Lough.*) Have you ever heard, without going so far as this swearing, of human beings attempting to assert authority?—Oh, yes, I have heard that.

2104. You have; and a policeman is not above the temptations of mankind generally?—Of course not.

2105. And if he knows that he can bring any poor cabman before a court that will rather believe him than the cabman, he would be inclined to take him?—That is an argument.

2106. You said you could not conceive the reason, and that is why I was suggesting it?—That is an argument, but I may say in answer to all these questions that I am of opinion that before summonses should be taken out against cabmen there ought to be some personal investigation by the superior officer of the constable into the circumstances of each case, and I think it would also be a very good thing if a system of cautions could be inaugurated, that is to say, that a printed caution might be served on the cabman for the first offence.

2107. You think it is a little harsh to bring them into the court where they are brought now?—No, I will not say it is harsh, because the police have a very difficult duty to perform in the street, for instance at Piccadilly Circus; as regards the traffic they have a very difficult duty, but I think in many cases a caution would have the same effect as a first summons.

2108. And that if there was some kind of a barrier between these small cases and the police court it might be well; that is your opinion?—Somethinglike what I have indicated.

2109. Some person to investigate what the constable is going to do before he does it?—Exactly.

2110. Well now, you said that you have an invariable rule at Marlborough Street to fine 6*d.* for a first offence?—I say our own magistrate has that rule—you know there are strange magistrates who come—but you may take it that is our general rule. If I used the word "invariable," that is the general rule.

2111. Is this marked on the licence?—Certainly; by Act of Parliament the magistrate has no power to do otherwise. It is a great cause of complaint by cabmen, that these trifling offences are marked on their licences; the magistrate has no discretion in the matter by Act of Parliament.

2112. If the magistrate does not inflict a penalty of 6*d.* and only charges costs, then it is not marked on the licence, is not that so?—That is so.

2113. Well then the magistrate could do that in preference to charging 6*d.*, could he not?—Oh, yes, but there is an extreme difficulty in enforcing the costs.

2114. It is not easier to get the costs and the 6*d.* than to get the costs without the 6*d.*?—It is easier to get the costs and the 6*d.* than the costs alone.

2115. At any rate the 6*d.* is marked on the licence?—Yes, but when I said 6*d.* and costs, I might have added some magistrates make it 2*s.* 6*d.* fine, instead of 6*d.* and costs; but it is the same amount to the cabman.

2116. I want to ask you one other question about the winter months when the court is crowded; at such a time, when you have 50 cases a day instead of six or eight, which is the summer average, or ten, supposing the cabman brings witnesses to state his side of the case, is there any impatience of the cabman's witnesses manifested?—None.

2117. There is no influence exerted in the court against the cabman bringing up witnesses?—Certainly not.

2118. (*Mr. Whitmore.*) Just let me ask, in these winter months, when the amount of cab work is heavier in your court, what does happen; does the court sit longer in consequence?—As a rule, everything gives way to the cabmen, and the cabmen's cases are heard, few or many, whatever be the number.

2119. Yes, but you have not quite answered my question: there is an increase of work; is that increased amount of work met by the court sitting longer hours than is the case in summer, when the amount of work is less?—I do not think it is necessary in winter to sit

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longer hours, because we have plenty of time to dispose of them.

2120. You mean there is less work of other kinds in the winter?—No, but we arrange the work, so that in an afternoon from two to five we can hear the number of cab cases that come before us in the winter time without any particular inconvenience; and the reason of that, as I have said before, is that they occupy a very short time indeed, because they voluntarily plead guilty; you cannot spend time if a man says he admits everything.

2121. But still, if in addition to the ordinary work of your court you get in August 53 cab cases, whereas in March you get 218, I do not quite know, if you only sit the same hours in March that you do in August, how you get through the work with the same amount of care for each case?—We have plenty of time to do the number we have in the winter months. The average is 25 a day in the winter months, I think, about—you have the figures there—and the majority of them only take two minutes or three minutes at the outside. That is even in the winter time when there are 25; we should not have more than 25 cab cases—cabmen.

2122. Now tell me this, are the hours of a London police court fixed hours or are they elastic?—They are from ten to five.

2123. Ten to five strictly?—Ten to five by Act of Parliament. When there is any particular case we sit over; we very often sit after five o'clock, and if a cab case went over five o'clock we sit.

2124. Suppose there is an unusual amount of business before the court, or an unusually lengthy cab case, in that case the magistrate would sit beyond the usual hour?—Oh, yes; we should not ask them to come again; it has happened, but it is very rare indeed that cabmen have to come twice unless it is to suit themselves, you understand.

2125. (*Mr. Hopwood.*) Who are your magistrates now at Marlborough Street, Mr. Lyell?—Mr. Newton and Mr. Hannay.

2126. Do I understand from you that the practice at Marlborough Street is this: the same penalty is inflicted, upon a tariff system, whether the defendant pleads guilty or not?—Yes; you understand that if there is any special aggravation then the magistrate would impose a larger fine, but as a rule, if there is no special aggravation, we have a regular tariff.

2127. That is, if there is an aggravation it is used against the defendant, but any exceptional circumstances by way of mitigation are not taken into consideration?—That is a perversion of what I said, quite a perversion.

2128. I am not putting it against you, Mr. Lyell, at all in any hostile spirit?—No, but still——

2129. I did not intend to put it against you in any hostile spirit, but I think that it follows, does it not, from your statement that a tariff of penalties is imposed, and if there are aggravating circumstances the tariff is departed from, but if, on the other hand, there are circumstances of peculiar mitigation they are not taken into consideration if the tariff is maintained in those cases?—In cases that plead guilty, the offence is just mentioned; the magistrate knows what sort of offence it is, if it is said, for instance, to be plying for hire in the Haymarket he knows exactly what it is; he asks what is the state of the cabman's licence, and if it is clean he has his tariff, 2*s.* 6*d.* the first time, and so on a second or third, but he listens to anything that the cabman has to say invariably; if the cabman wishes to say anything he has ample opportunity, and every weight is given to what the cabman says.

2130. But the punishment remains the same?—Oh, dear no; if a case is gone into and there are mitigating circumstances the magistrate of course would mitigate the penalty, but I am speaking as a general rule of cases where there is no contest at all. In cases where there is no contest we have the tariff. Where there are many cases indistinguishable from one another, the same fine comes to be inflicted.

2131. Now, in your experience of matters of this kind, of criminal matters generally, is not the only inducement to plead guilty which is held out to a person the possibility of a mitigated sentence?—My experience in police courts is this, that no inducement is held out to a person charged with any description of offence to plead guilty.

2132. Not by anybody unless it is the adviser of the prisoner; but as a principle of criminal law is not the inducement which the prisoner has in himself to plead guilty that he will have a lighter sentence than if he fights the case out to the bitter end and is proved to be guilty?—I suppose so; I have never been a defendant and I cannot enter into his feelings, but I suppose that would be so; that is a principle that is applied in every case.

2133. (*Chairman.*) To plead guilty under certain circumstances indicates a repentant mind, which might have its effect in the sentence?—Exactly.

2134. Higher than that you do not mean to put it?—That is a common principle in all courts.

2135. (*Mr. Hopwood.*) I was putting it to the witness as a common principle; but then your tariff of offences at Marlborough Street hardly falls in with that principle?—I do not see it.

2136. Very well, a man goes to the court and says, "I will plead guilty, in the hope that I may have only "to pay 2*s.* costs under the peculiar circumstances of "the case," but according to your practice, the magistrate takes down the bill of fare, and he says, "Oh, "you plead guilty, 1*s.* and 2*s.* costs; indorse the "licence"?—Yes, we hear what he has to say, and if he has any mitigating circumstances he may be discharged, and sometimes is.

2137. Although he pleads guilty?—Oh, dear, yes, if he mentions circumstances. He may have pleaded guilty under a misapprehension or something like that; he would be discharged; we hear all that he has to say. If he pleads guilty, he is asked "What have you to say?"

2138. Then, as a matter of fact, the tariff comes to nothing?—You see I gave you an example of it, that the man admits everything, he pleads guilty, and the magistrate, even after he pleads guilty, and he has heard the constable, will say, "Is that right now?" and the man will say "Yes," and then the magistrate has in his mind for a first offence a certain fine.

2139. A fixed, stereotyped penalty by the practice of the court?—In these cases, in the ordinary cases, where there is nothing to distinguish them.

2140. Very well, then, we will take it this way, to sum it up, that where there are no extraordinary circumstances at all, a fixed tariff is inflicted; but where there are any extraordinary circumstances produced, either on the one side or the other, the tariff is departed from?—The tariff is departed from on either side.

2141. (*Mr. Whitmore.*) Is not that giving too much importance to the tariff? I mean, is not the tariff really this, it is the guiding principle which regulates the scale of punishment?—That is so.

2142. And it does not govern the particular punishment which will be awarded in each particular case necessarily?—That is so, certainly.

2143. (*Mr. Hopwood.*) I much appreciated a suggestion you made, Mr. Lyell, as to a caution instead of a summons for the first offence, but can you tell the Committee the process of administration that you have laid down in order to ensure that a cabman should not be summoned for a first offence?—I do not quite follow you.

2144. Let me put it to you in this way. A cabman is loitering, the policeman takes his number with the view of summoning him; he reports him to the district superintendent; would the police authorities be able to tell when the man is brought into the station whether it was a first offence or not?—I think they would be able.

2145. I shall be glad to hear they can?—I think they would be able, because they have a register of the convictions of all cabmen at Scotland Yard.

2146. The number of the cab, the name of the cabman and his address, and the convictions to which he has been subject?—They have the convictions against the cabmen, against their names.

2147. Then, as I understand it, your suggestion is this, that where a cabman is reported at Scotland Yard for a trifling offence, and it is found to be the first offence, he should be served by the police with a cautionary notice, and not with a summons?—I think so; it is my own idea.

2148. (*Mr. John Burns.*) Do you not think that, instead of a cautionary notice from the police for the first offence, that a good sound talking to from the

inspector would perhaps have the desired effect?—That would be very excellent, but then do you not see the cabman would lose his time in appearing at the police station before the inspector; that would be most excellent, but I was thinking of the cabman.

2149. (*Mr. Hopwood.*) Then upon the question of procedure, Mr. Lyell, do I understand that the police constable who reports the cabman to Scotland Yard applies for the summons before the magistrate?—The police-constable, as far as I understand, has no power of interference whatever, has no power to cause a summons to be taken out; he reports the circumstances, and it is a superior officer of police who directs that a summons shall be taken out.

2150. Then is it the superior officer of police who attends before the magistrate to apply for the summons?—The inspector generally.

2151. Does the inspector put in an application in writing, detailing the facts upon which the summons is granted?—Yes, a written information.

2152. A written information?—A written information; it does not go into details; I will give you an example. Loitering in the street would be mentioned, loitering in Piccadilly Circus, the hour of the day 11.15 p.m., day the fourth of the month, then the number of the cab, and the badge of the driver would be put down.

2153. Do you not think that it would be an improvement upon that procedure if a police constable had in the first place to file a deposition stating in detail the facts upon which the summons was to be applied for, and that when the summons is applied for that detailed deposition should be handed to the magistrate?—In addition to his evidence on oath?

2154. Before any evidence is given, when the summons is applied for?—Oh, I should see no objection except that it would in practice, I should think, cause considerable extra work to the police, that is all.

2155. It is the usual practice in other classes of case, I believe?—To lay informations?

2156. Yes?—But not by special Act of Parliament. You want a summons for assault. Mr. Burns has assaulted you; you say, "I want a summons for "assault against Mr. Burns," and you get it, as a rule, without any written evidence at all; it is not necessary to have written informations in summary cases before granting summonses.

2157. Does it not strike you that a detailed deposition filed upon the application for the summons where the charge is made by a policeman would not only have the effect of enabling the accused and the court to gauge the circumstances upon which the charge is founded, but would give, at the same time, material for cross-examination of the constable after the facts have passed from his mind?—I see no objection to that at all; I only said that perhaps it would give the police extra work.

2158. Now as to bilking, I gathered from your replies that you were not in favour of arrest without warrant under any circumstances?—No, I think that that might be a means of extortion.

2519. But you are in favour of an amendment of the law, under which the cabman is to have power to take his fare to the police station where no money is paid?—Where no money is paid, and have the address of the hirer ascertained.

2160. But how are you to test whether there is fraudulent intent on the part of the fare under such circumstances?—I think that a cabman ought not to have that immense engine in his hand of giving a man into custody in an ordinary case for not paying his fare. I think the public would never permit that for one moment.

2161. Then how about your suggestion, that the cabman should take the fare to the police court?—I said that the cabman ought to have the power to compel the hirer if he does not pay any money to go to the police station and there ascertain his name and address; he then can come and get process the next day.

2162. Do you put it as strongly as this, that the cabman should have power to take his fare to the police station for that purpose where there is no suggestion of fraud at all?—Well, there would be a suggestion of fraud if he did not believe the hirer's assertion that his name and address were so and so; but where he believes that the name and address are correctly given, I do not think that he requires to go to the police station.

2163. But he would have the power of taking the fare to the police station?—Well, yes, he might have the power, but I do not think he would exercise it in those cases where there was no fraud.

2164. That is to say you would make the cabman the judge, whether in his discretion——?—I would give the cabman the same power as the hirer has, exactly.

2165. That is your deliberate opinion?—Yes, I think the cabman should have the same power as the hirer has, and neither more nor less.

2166. Would you apply that law to other offences for which the cabman may be charged summarily?

2167. (*Mr. John Burns.*) You said that you would give the cabman equal power with the hirer?—Certainly.

2168. Had you in your mind the fact that under the existing law the hirer now can insist on the cabman going to the police station?—Yes.

2169. And you would give the cabman co-equal power with the hirer?—Yes, I say that they should be placed upon the same footing.

2170. (*Mr. Hopwood.*) I want to ask a question or two now upon the Summary Jurisdiction Act, not the law, but the practice. Under the Summary Jurisdiction Act I think that the magistrate has power to give time to pay, has he not?—Yes.

2171. Is that a power which is frequently exercised at your court?—Oh yes, it is frequently exercised.

2172. It is exercised, of course, on the application of the cabman?—You mean in cab cases?

2173. I do, yes.—Well, it is a power not frequently exercised in cab cases.

2174. Why not?—Because we find that they do not pay; when they get time they do not pay, and I have frequently seen that a man has said in court that he has not a halfpenny to pay, is fined, and when taken out, he has produced, so I am told, a handful of silver. Now that is what has happened many times in our experience at Marlborough Street.

2175. Now, do the magistrates at Marlborough Street so far endeavour to make the punishment fit the crime as to impose a fine only of such a limited amount as they feel will be within the competence of the cabman to pay?—Oh, certainly, and if you ask me, I am under the impression that the fines imposed at Marlborough Street on cabmen are much less than at any other police court.

2176. Can you give me the per-centage of cabmen who go to prison from inability to pay the fines?—Very very few indeed.

2177. (*Mr. John Burns.*) As much as five per cent.?—I should say less than five out of 100.

2178. (*Mr. Hopwood.*) Less than five per cent.?—I think so; I have not gone into the statistics, that is only my general impression, five per cent.

2179. When it is demonstrated that the man cannot pay the fine, and must go to prison, is it in the competence of the magistrate either to lessen the amount of the fine or to give time to pay? When the man cannot pay, does the magistrate mitigate the fine?—He has that power, and he exercises it on rare occasions.

2180. In mercy; in order to keep a man out of gaol?—Yes.

2181. You have distinct experience of an exercise of that power?—I think that that happens at least three or four times every week; it is a rare thing that we send a man to prison in default of not being able to pay 2*s.* 6*d.*; they generally do pay the 2*s.* 6*d.*

2182. In fact you endeavour in dealing with these cab cases to divide the offences into two classes. Those which, in the opinion of the magistrate, may be properly met by the infliction of a fine, and those which, in his judgment, could only be met by imprisonment?—They are mostly all inflictions of fines, but you see there are some defendants sent to prison in default of paying the fine.

2183. I know, but what I want to get from you is this; you tell me that the magistrate considers, in each case, whether the man is likely to be able to pay the fine?—Yes.

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2184. Presumably because the magistrate does not think it is a case for imprisonment; is not that so?—When the fine is demanded and the cabman tells the gaoler, "Well, I have not got that money," he often goes into the circumstances of his case with the gaoler, who was not in court when the fine was inflicted, to explain his inability to pay, and the gaoler before the close of the day will either tell me or he will tell the magistrate personally what he has heard, and the magistrate, in the case of small fines, says, "Very well, I will remit it; let him go."

2185. That is the practice?—Yes.

2186. But I have not quite got an answer to my first point; does the magistrate, when estimating the amount of the fine which he proposes to inflict, consider whether it is likely to send the man to prison or not?—A cabman comes before the court and is fined 2*s.* 6*d.*; the magistrate knows that he has the power of sending him to prison of course, but he knows also that in almost 99 cases out of the 100 the money will be paid, and, as I have told you, very often the cabman himself will tell the gaoler his circumstances; but then, of course, if we have any ground for believing that his statement is not true, the magistrate would not remit the fine.

2187. Then do I understand from you that whether a man goes to prison or not for one of these cab offences depends to a great extent upon the good offices of the gaoler?—He is our officer, and they tell him their tale.

2188. (*Mr. Whitmore.*) How do you mean he is your officer?—He is the officer of the court, and he does that. There is no special rule or regulation; it has by custom devolved upon that officer.

2189. (*Mr. John Burns.*) And he is the recognised medium of communication between the prisoner and the magistrate, under the circumstances?—Certainly.

2190. (*Mr. Hopwood.*) You answer my question in the affirmative?—What question was it?

2191. The last question I put to you, whether a man has to go to prison or not for one of these cab offences depends to a great extent upon the good offices of the gaoler?—The man may say that he is not able to pay the fine, and Mr. Newton will say immediately, "Very well, "tell all the circumstances to the gaoler," and he says that in open court.

2192. Are there many appeals to quarter sessions in hackney carriage cases?—Oh, no, there are very few indeed.

2193. There is a right of appeal?—Not unless the fine is over 3*l.*

2194. Not in cases in which there is infliction of imprisonment, without the option of a fine?—Oh yes, in cases of a day's imprisonment they have the power to appeal.

2195. But there are not many appeals?—No, I do not remember any.

2196. (*Mr. Bayley.*) I think you suggested that a cabman might be let off with a caution for the first offence?—By the police, before they were brought before the magistrate.

2197. Yes, I understood so; do you suggest that that should apply to drivers of all kinds of traffic, tradesmen's carts and vans?—I think it would be an excellent thing for everyone.

2198. When a cabman is summoned, we will say, for drunkenness or loitering, do you not think that the summons should be served upon the offender himself?—You would relieve the proprietor, you think.

2199. Well, I put it to you that the offender, that the man who has been guilty of drunkenness, should be the person who is summoned?—Well, you see, ever since 1 & 2 Will. 4. the proprietors have been obliged to produce every man, and we have got into that custom.

2200. The cabman himself is treated like a child, and some one else is summoned, who has got to bring him to the court; that is so in practice, is it not?—Well, the master, in whose employ he is, knows him and he sees him every day. He is by law compelled to produce him, and if he does not produce him he is fined.

2201. That is exactly what I am putting to you?—Well, that is it.

2202. But is not that a roundabout way of getting a man summoned?—Of course, in almost every case except cab offences the prisoner himself is summoned.

2203. Exactly; can you give me any reason why an exception should be made in the case of cabmen?—I think it is more convenient.

2204. When another person is drunk, is it usual to summon his employer?—No.

2205. Then why should an exception be made in the case of cabmen?—I think there are more facilities in that way for getting at the man himself; I do not think that there is any harm done to the proprietors.

2206. That is not the point. Why are there greater facilities for getting a cabman through the man he hires his cab from than by going to the cabman direct?—Well, that is a matter you are quite as able to judge of as I am; that is a matter rather for our law-givers.

2207. (*Mr. John Burns.*) But is not the liability of a cabmaster as against that of the butcher, say, due to the fact that a cab-master takes out the licence for his cab, which the private butcher does not?—Yes, I suppose so; yes.

2208. Roughly, what is the age of the cab defendants at Marlborough Street; are they mostly young men or mostly old men, or middle-aged men?—Twenty-five to thirty-five I should think.

2209. Is there a greater proportion of young men than old men before you?—I should say the most of them are between 25 and 30.

2210. That is, rather under 30 than over 30?—Well, that is so: I think that is about the average. There are some old cabmen, you know,——

2211. (*Chairman.*) There is just one question I wanted to ask you. You told us, I think, that you are against giving the power of arrest to cabmen, arrest without warrant. Do I understand that in no case, not in bilking, you would have arrest without warrant?—If bilking were properly defined and made a criminal offence, and a man were found in the act of committing that offence, I should say that the police ought to arrest him.

2212. That is when he is in the act of committing the offence; I want to know, suppose he has committed it in the morning, and he is seen in the afternoon, would you give a power of arrest there?—Certainly not.

2213. What I want to come to is this: you have told us that you would be in favour of allowing a cabman to take a person who is either endeavouring to bilk him or to pay too little to the police station. Supposing the person will not go, what is the cabman to do? Suppose he says, "I will not get into your cab and go"?—I should say that the cabman ought to be able by law to have power to call a constable and make him go.

2214. What is that but arresting him?—Arresting him is taking him into custody on a charge for an offence, but this is merely compelling a man to go to a place where his address may be ascertained.

2215. But what is the difference between compelling a man to go to a police station and arresting him and taking him there?—A man that is arrested is taken to the police station and put into a cell, and he is kept there until he is taken before a magistrate. A man whose address only is required is taken to the police station and when he gives it he is let go.

2216. (*Mr. John Burns.*) But is it not rather the difference between option and compulsion which means the restraint of a man's individual freedom?—You see the hirer can take the driver.

2217. (*Chairman.*) Then, Mr. Lyell, you see the hirer has no power to take the cabman by the neck and drag him there by force; all he has the power to do is to have him fined if he refuses to go. The hirer can say no more than, "Come to the nearest police station." If the man will not come he can summons him for that as an offence, but it is a very different thing from saying, "Now, then, get into that cab; if you do not I "will make you; I will arrest you; I will take you to "the police station by force." That is the point I want to ask you about?—I should say that would be evidence of extreme fraud if a man persisted in refusing to give his name and address and paid nothing for the fare.

2218–9. Would you be in favour of that being done?—Yes, in such cases I should.

2220. And in all cases of criminal law generally of a similar character?—Yes.

Mr. J. R. Lyell, M.A.

29 June 1894.

The witness withdrew.

Adjourned till Monday at 11 a.m.

FIFTH DAY.

Monday, 2nd July 1894.

PRESENT:

MR. HENRY CUNYNGHAME (CHAIRMAN, PRESIDING).

MR. F. J. S. HOPWOOD, C.M.G.
MR. E. H. BAYLEY, M.P.
MR. JOHN BURNS, M.P.
MR. T. LOUGH, M.P.
MR. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

Captain J. W. NOTT BOWER, Head Constable of Liverpool, called in and examined

Capt. J. W. Nott Bower.

2 July 1894.

2221. (*Chairman.*) You are the Head Constable of Liverpool?—Yes.

2222. Would you tell us, please, who is the authority in Liverpool by whom the cab laws are administered?—The city council is the authority, and both carriages and drivers are licensed under the Liverpool Improvement Act of 1842; and the city council exercise their authority through a sub-committee of the watch committee, which is named the Hackney Carriage Committee.

2223. (*Mr. John Burns.*) Before we leave that point it would be interesting to know what is the police supervisory connexion between the council, through its watch committee, and the cab drivers?—Well, before any licences are granted to carriages, the carriages themselves are submitted for inspection to the police inspectors of hackney carriages, and they have to obtain a certificate of fitness from the police inspector. The certificate is only granted to carriages which meet the requirements of the council as to size and so forth, and I have a return with me which shows the requirements as laid down by the council.

2224. (*Chairman.*) You will put that in?—Yes, I will put that in.

2225. Would you tell us the year and the date of that Liverpool Improvement Act?—1842.

2226. And there are Amending Acts, I daresay?—Not, I think, with reference to hackney carriages.

2227–8. I suppose we may take it it is through the watch committee that the council act?—The council act through the watch committee and a sub-committee of the watch committee that is appointed specially to deal with the hackney carriages.

2229. (*Mr. John Burns.*) And under them the police act?—Yes.

2230. (*Chairman.*) We are not going further into the constitution of it—simply that fact. What we want to get at is simply the state of law that exists. You were describing to us the system of licensing cabs and drivers in Liverpool?—I had gone so far as the dimensions, the police have also to report on the upholstery and the harness of the cabs, that they are in proper repair, and they have also to report that the horses are fit for the work that is required of them.

2231. You are acquainted, I presume, with the present cabs of London? You have been in London, I mean, several times?—Oh, yes.

2232. Now, would you give us your view as to which are best, the cabs of Liverpool or of London?—I consider that the four-wheeled cabs in Liverpool are decidedly superior to the four-wheeled cabs in London, taken as a whole; and I think with regard to hansoms that London has an equal advantage over Liverpool.

2233. Do you issue any notice to persons who wish to have licences given them for cabs; do you issue any notice of requirements to them?—No, we do not. They are informed verbally at the hackney carriage office, where they make inquiries. They know that they have to apply at the office, and when they have given that notice and the police inspector has signed the certificate of fitness that I have alluded to, they then take the certificateto the town clerk's office, and at the town clerk's office they sign a formal requisition for the licence, stating on that requisition the rates of fares at which they intend to ply for hire. It is left optional in Liverpool for the owners of cabs to specify what fares they intend to charge.

2234. They do not paint that on the outside of the cab, do they?—They have painted on the plates in the cabs the fares that they charge.

2235. The inside plates?—The inside plates.

2236. You mean any proprietor is allowed to fix any price he likes?—Fix any price he likes; but as matter of fact they all fix one price, a shilling a mile.

2237. And they fix the same tariff for waiting?—There are no detention charges in Liverpool.

2238. Am I to understand that where a person keeps a cab waiting for an hour extra——?—The driver has no legal claim to anything extra, no matter what length of time he keeps it, but he has the right of option as to whether the total fare charged is by time or distance.

2239. But the driver would not be bound to wait?—Yes, but he could exercise the option I have just mentioned. The only provision that affects detention at all is that where a man takes a cab out for a certain distance, paying by mileage, and then detains the cabman, he is entitled to take the return fare at half the charges of the out fare. It is a shilling a mile out, sixpence a mile back, provided he does not detain him beyond a certain time; if he detains him beyond that time he has to pay the full fare back.

2240. Then I gather that there is no compulsion at Liverpool on a driver to take a fare?—Yes; certainly the driver is bound to take the fare that is offered to him.

2241. At the price that happens to be painted on his cab?—At the price that happens to be painted on his cab.

2242. Supposing he does not do so, what could be done; could he be punished?—Well, he would be brought before the hackney cab commitee, and dealt with.

2243. Therefore he is not at liberty to change his tariff every morning; he would have to stick to the tariff?—He would have to stick to the tariff. If he wished to change his tariff he would have to come down and obtain a separate licence, because the fares are named in the licence.

2244. So that almost all the cabs in Liverpool would adopt one uniform tariff?—Yes.

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2245. Have you got a copy of that tariff for us?—I have not a copy. It is a shilling a mile or 2*s.* per hour.

2246. There would be a good many other things more than the shilling a mile?—No; there are no extra charges for passengers or luggage; they are all included in the shilling a mile.

2247. Are there limitations as to the number of passengers that may go in a cab?—Limitations, according to the size of the cab—two in a hansom; five in a four-wheeler—four inside and one on the box.

2248. And limitations as to baggage?—I do not think there are. I would rather like to refer to the hackney carriage byelaws; I have them with me.

2249. If you would hand them in; we do not want to go particularly into that?—I hand them in.

2250. One would like to know next the number—I will come presently to driver's licences. But in the meantime one would like to ask is there a limitation in the number of cabs in Liverpool?—No; the statute empowers the watch committee, or the council, to limit the number, but it has never been put in force; no limitation has ever been tried with us.

2251. So that every cab then that comes up to what you consider a proper standard would be licensed as by right in fact?—Yes.

2252. Unless the watch committee should otherwise order?—Yes.

2253. What is the number of cabs licensed by you, say, at present?—There are 771 licensed for the year 1893.

2254. How many hansoms and how many four-wheelers?—I am afraid I have not got the figures for that.

2255–6. (*Mr. John Burns.*) Would you send the figures?—Oh yes, certainly.*

2257. Is there any specified area within which those cabs are licensed to drive; would it be for the whole area?—Within eight miles of the city boundary.

2258. Up to the city boundary, and eight miles beyond?—And eight miles beyond.

2259. And the same prices would rule, would they, over the whole area that you have described?—That is so, yes.

2260. Eight miles beyond the city boundary?—Yes.

2261. Can you first tell us at all what is the population residing in the city boundary; and then can you give us an idea of the population within that larger boundary?—Yes, the population within the city boundary by the census of 1891 was 517,980. I could only give a very rough guess over the larger area, but I should think it would be about 800,000.

2262. (*Mr. John Burns.*) At this moment could you tell us the radius of the city boundary?—The city is bounded on one side by the river, the centre of the city is really on one edge of the boundary, down by the river.

2263–4. (*Chairman.*) Perhaps you could give us the area of the city, roughly in square miles, very roughly?—It would be about two miles by, I should think, five.

2265. That is five long and two deep?—Five along the river and two from the river.

2266. (*Chairman.*) What are the fees that you charge upon carriage licences?—The owner would first of all have to deposit 3*s.* as security for the plates; he is supplied with three plates—an inside plate, an outside plate, and a fare plate.

2267. At the expense of the committee?—At the expense of the committee.

2968. What else do they give him—a book of fares or anything of that kind, or is that given to the driver?—That is given to the driver.

2269. Then we will deal with that presently, if you please. We are only dealing with the proprietor at present, to keep things clear. Three plates they get?—Three plates.

2270. Now what do they pay?—They pay 3*s.* deposit on those plates—would you kindly leave that question over for a little?

2271. It is a matter of some importance; you will give us a correct view of it afterwards?—Oh, yes, certainly.*

2272. At what I will call the examination of the cab, when it comes up for the first time for its licence, do they examine the horses as well as the cab?—Yes.

2273. But it might be, might it not, where a proprietor had several cabs and a large number of horses, that he would be interchanging the horses between cab and cab—he would not drive necessarily the same horse?—That of course would be possible. They have no system, I should say, in Liverpool, of two horses to one cab. There is only one horse to the one cab. They have no system similar to that in London; and if they were driving a bad horse in the cab it would be found out.

2274. But it would not be illegal to change the horse for convenience?—It would not be strictly illegal to put in a bad horse, but practically if he took advantage of the committee, and used a horse that would not have been licensed, then he would be hauled up at once and charged with an offence.

2275. At the examination he presents a horse which he represents it is his intention, provided it is well, to use for that cab?—That is so.

2276–7. Well, now, in addition to that examination, is there any inspection of the cabs and horses from time to time?—Yes, there is an annual inspection of all cabs and horses a month prior to the renewal of the licence; the licence is an annual one.

2278. But in addition to that, is there any weekly, fortnightly, or monthly inspection of any kind?—There is a daily inspection of the cabs on the stands by the officers of the hackney carriage department. The inspectors spend a good deal of their time seeing to the stands—seeing that the cabs are kept up to the mark, seeing that the drivers are properly conducted, and so forth.

2279. Do you set aside a special staff for that purpose?—Yes, we have six police inspectors appointed for the purpose.

2780. Now, what grade would those inspectors be in the police; they are out of the police force?—They are out of the police force.

2781–2. What grade would they be?—They have been at various grades at different times. At the present time we have one inspector, one sergeant, and four police constables.

2283. Do you give the preference, in appointing those, to persons who have had any experience in cabs and horses—as a fact, I mean?—They have had experience before getting into the higher ranks, but not in the original appointment to the department; as a rule, the inspector in that department would be a man who has risen in the department.

2284. He would have acquired his knowledge of horses and cabs simply by experience?—That is so.

2285. You do not select preferentially some person who has been a coachmaker, for instance?—No.

2286. Or a groom?—No.

2287. Or coachman?—No. There was a demand recently made by the Trades Council that that should be done, but the hackney carriage committee did not think it very desirable to lay down any rule of that kind.

2288. Was any view expressed by the committee—any reasons expressed that you are able to tell us why they thought it would be inexpedient to do that?—They thought that the principal duties of these officers were disciplinary—that the knowledge of cabs, horses, and upholstery which is required was only a superficial one, that any man of ordinary intelligence could discharge the duties, and that a man appointed simply on account of his knowledge of upholstery of cabs might not be the very best man to have to deal with the conduct of the drivers.

2289. I will not ask you your view, whether you concur in that, because, perhaps, it would be better to take the view of the committee?—I think I would rather take the view of the committee.

* *See* Appendix III. 11. 2.

2290. If you have anything to say about that we should be glad to hear it?—I do not really differ very much from the committee in this; I think I rather agree with the committee generally. I think, if you could get the necessary qualifications of other sorts conjoined with some knowledge of cabs ——

2291. It would be an advantage, you mean?—It would be advantageous. But, I think, to have an intelligent constable, who has a good manner, and gets on pleasantly with the men, and at the same time has the power of keeping them in order is more important than the mere knowledge of the trade.

2292. True. It might be useful to have one of the police who could recognise glanders, or horses in disease?—Yes, that would be so, and in regard to that question we receive a great deal of assistance from the Society for the Prevention of Cruelty to Animals. Their inspectors really work in with our inspectors, and one of our inspectors goes out with one of their inspectors constantly.

2293. This gives a different complexion to it. How many inspectors do they employ?—I should think half-a-dozen, but of course those are not all employed in connexion with cabs, but one of their inspectors is out nightly with one of ours.

2294. And works harmoniously with yours?—Yes.

2295. That saves you three inspectors, probably more?—I should think it saves us one.

2296. Are those inspectors for the Society of the Prevention of Cruelty selected at all with reference to their knowledge of the diseases of horses?—Oh, I think they are decidedly.

2297. Specially?—Yes.

2298. So that, in fact, you do get the benefit of veterinary knowledge in that indirect way?—Yes.

2299. Is it considered, do you know, whether horses catch diseases at all from water troughs in that city?—I have never heard it suggested. Horses are mostly watered from buckets filled from stand-pipes.

2300. You have a very good water supply?—We have a very good water supply.

2301. A plentiful one?—Very plentiful, and very good.

3202. Is the disease of horses large in Liverpool?—No, very small.

2303. Can you account for that in any way?—No, I do not know that I can. The water supply is good; the horses, I think, employed are of a very good class, and I think they are very well cared for. I cannot go beyond that, I think, generally.

2304. (*Mr. John Burns.*) The relative absence of disease in Liverpool amongst horses, such as farcy and glanders, is not that due to the vigorous enforcement of the Contagious Diseases (Animals) Act by the Sanitary Committee?—I have no doubt it has very much to do with it.

2305. They have a special inspector for that?—Several.

2306. (*Chairman.*) Of course an inspector who deals with all horses, whether of cabs or not?—Yes, whether of cabs or not, under the medical officer of health.

2307. (*Mr. John Burns.*) Can you tell us whether cab yards furnish a greater proportion of farcied and glandered horses as compared with other industries?—I could not tell you that; no.

2308. (*Chairman.*) Now we come to drivers. Is there any limit of age for drivers?—Yes, no driver is appointed under 18 years of age; that is the only limit.

2309. Are you able to give us any statistics of the number of drivers of different ages in Liverpool?—No, I could not do that.

2310. No record is kept?—No.

2311. What examinations do you give drivers before permitting them to have a driver's licence?—They have to be able to read and write sufficiently to enable them to read addresses and so forth; and beyond that the hackney carriage inspector has to certify that they are strong enough to handle and carry passengers' luggage. Then they are examined by him as to having a thorough knowledge of the city and suburbs. They are required to produce a certificate of good conduct for at least the last two years from some ratepayers or well-known persons, and they have to be capable of driving, in the opinion of the hackney carriage inspector.

2312. What test does he put them through to see whether they can drive or not?—He merely sees them driving the cab up to the office and driving about in the street; but in exceptional cases, where there has been any doubt, the question has been referred to the inspector of mounted police, who is more or less of an expert, and he has put them through an examination; put them to drive a pair of horses and a brake, and tried them in that way.

2313. Are you satisfied you get good drivers who are efficient from the point of view of being able to drive well?—Yes.

2314. Would you put the quality as a very high one, or not?—No, I should put it moderately good quality; moderately efficient. I do not think the ordinary driver there is up to the standard of a first-class London hansom driver.

2315. Would you say he was up to the average of London or better?—Up to the average, I should say; but not better, decidedly.

2316. (*Mr. John Burns.*) Is that due to a difference in the experience of the two sets of drivers?—I think probably it is.

2317. Then on this point you seem to have a fairly good opinion of the capacity of hansom drivers?—I have a fairly good opinion of the capacity of hansom drivers. We have very little cause to complain of them in the way of accidents.

2318. (*Chairman.*) Would you tell us how the drivers pay the proprietors; what is the system there in vogue? Is it the same as London?—No, the great number of drivers are paid by weekly wages in Liverpool. It is the exception for it to be otherwise. The drivers employed at the railway stations generally receive about 1*l.* a week wages from the employers; the stand drivers receive about 14*s.* a week; and that is the system adopted for the great majority of the cabs in Liverpool.

2319. Now, is that wage uniform all the year round, or does it vary with the season?—It is uniform all the year round; at least practically so.

2320. Do they get any advantages or allowances beyond that?—No, none; except, of course, anything they get from passengers.

2321. Then you mean that when a fare pays a cabman in Liverpool he would separate from the fare what he gives him for himself?—Yes, he would.

2322. And if he paid, even by accident, suppose, rather more than the fare, the driver would feel himself justified honestly in keeping that for himself?—Yes.

2323. So that we may take it that it is certain that the men do earn practically higher wages than you have just now given us?—Oh, I should think undoubtedly, yes.

2324. (*Mr. John Burns.*) Would you roughly state the average?—The average wage?

2325. (*Chairman.*) What they really earn?

2326. (*Mr. John Burns.*) Roughly?—I am afraid I could not do that. It is almost an impossibility. I mean to say so much depends on the man himself. A man with an insinuating manner would probably get more than others.

2327. (*Mr. Bayley.*) What check is there on the drivers?—There is none.

2328. There is no check at all?—There would be the monetary cheque. If the driver was not bringing in what the employer considered a fair money for the cab he would change him and get another.

2329. (*Mr. John Burns.*) On this point—I think it is rather important—would you take steps to secure for the Committee from one or two representative cab proprietors any answers to a set of questions that the Chairman might send on to you?—With pleasure, sir, either from cab proprietors or drivers, if the Committee would wish it.

2330. Both?—Yes. Then I ought to say that there are about ten per cent., I should say, of the cabs in Liverpool let out somewhat on the London system to the drivers—not exceeding ten per cent.; and they are only let out with one horse, and the charge to the men who take out these cabs is from 4*s.* 6*d.* to 5*s.* a day.

2331. Is that for hansom or four-wheeler?—For both hansoms and four-wheelers; they are let out on those terms. But they are what I should call the second class cabs. The best cabs are not let out in that way.

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2332. (*Chairman.*) But do you mean that it is possible for a proprietor in Liverpool to keep a cab—to keep it in repair, to feed the horse, and pay all the up-keep of it—and yet to receive only 4*s.* 6*d.* a day from the man?—He does it.

2333. Can you give us the price of hay and corn—do you happen to be able to—in Liverpool?—I could not give it you. It varies so much in the markets. I know the price is very high at present.*

2334. (*Mr. John Burns.*) Would you include such questions as the Chairman is now putting among those that may be sent on to you?—Oh, yes. In regard to the price of forage, I could get it most accurately, if the Committee cared to have it, from our own veterinary surgeon, who purchases for ourselves. I could find out the cost of forage to a nicety for any length of time you wish.

2335. (*Chairman.*) You mean the veterinary that buys for the patrol horses?—Yes; for the patrol horses—our own mounted police.

2336. That would be 31*s.* 6*d.* a week, apparently?—Yes.

2337. That is, with one horse, of course?—One horse, yes.

2338. Are you able to give us the price when two horses are supplied?—I do not know of any case where it is done in Liverpool.

2339. Then the number of hours that a man takes a cab out for would be small, would it not, if there is only one horse?—Oh, they would be small.

2340. Is there an arrangement as to the number of hours they may drive them?—I am not aware of any fixed arrangement, but I should say, as a rule, the hours do not exceed twelve.

2341. What hours of the day would they chiefly be?—Between 9 a.m. and 12 midnight would be the most likely hours. But, of course, they would take them out different hours. Down at the stages they take them out quite at late hours to take the place of better cabs that have left earlier in the day.

2342. In regard to the other cabs. In Liverpool you tell us that in all the cabs there is only one horse used?—One horse. In addition to the 4*s.* 6*d.* or 5*s.* a day, there would be a small gratuity—perhaps a shilling a week that the man would have to pay to the ostler or horse-keeper in the yard. It is not officially recognised; but practically the man has to pay it.

2343. But there is no other charge, is there, that the cabmen would pay?—No other charge.

2344. Now, we will take, if you please, the railway companies—the relations of the cabs with the railway companies. You are aware, perhaps, of what is called the privilege system in London?—There is a privilege system in Liverpool; I conclude it is the same.

2345. Would you describe to us briefly what your system is?—The owners of cabs pay 3*s.* a week each to the railway companies for the privilege of having their cabs in the stations, and the companies exclude from the stations all other cabs or private carriages plying for hire.

2346. (*Mr. Bayley.*) Three shillings per week per cab?—Yes, per cab.

2347. (*Chairman.*) How many railway stations are there in Liverpool within the area we are speaking of that are so licensed in this way?—Of course, there are the three principal ones in the centre of the town. But then there would be outlying stations besides.

2348. Is the system uniform at all the stations that exist?—It is uniform.

2349. I mean there is no difference of treatment between one station and another?—No, I believe not; they all have the same system.

2350. When a cab pays its 3*s.*, is it attached to a particular station, or is it at liberty to go from station to station?—It is attached to a particular station.

2351. Is there any undertaking from the proprietors that the cabs shall attend at particular times at the stations?—Yes, the privileged cabs are bound to attend at the stations in such numbers and at such times as the railway companies lay down.

2352. Have you heard any complaints in Liverpool of that system from any quarter?—No, there has been no complaint at all from the drivers or otherwise.

2353. The railway companies, I suppose, justify their charge of 3*s.* a week on the ground of the expense of inspection—keeping inspectors there?—Possibly, as they have inspectors checking the entry and departure of cabs, but the police do the ordinary inspection, the hackney carriage inspectors. They are allowed by the railway companies to take advantage of the railway stations for the purpose of inspecting the cabs there; and if one of the hackney carriage inspectors believes a carriage to be out of repair and to require attending to, the railway companies order it out of the station until it has been put right.

2354. Then the railway company gives no *quid pro quo* for the 3*s.*, in fact?—Not beyond what I have mentioned. The only reason they can assign is that there is an additional opportunity of earning money, and that they are entitled to a share of it. I cannot see any other.

2355. When a non-privileged cab comes and deposits a passenger at the station, and then happens to see some one who immediately desires to go away, would he be prevented from doing that?—No, he would not, but of course the chances would be very small, because the arrival and the departure platforms are separate.

2356. (*Mr. Lough.*) How many privileged cab are there?—I am afraid I have not the number of those. We have no record of them in our office. I could get it for the Committee if they wish it.

2357. (*Chairman.*) Take a note kindly to get it, if you please?—Yes.*

2358. Now, I suppose that disputes between persons who hire—the fares I will call them—and the drivers, would be regulated in the magistrates' courts, would they?—No; as a rule they would be regulated by the hackney carriage committee. They are dealt with, of course, in the first instance, by the police.

2359. I would like to deal with that a little further, please. Suppose, for instance, that a person takes a cab, and then refuses to pay the fair price for it—refuses to pay the proper price—offers a shilling or two shillings too little, through a bonâ fide dispute as to the number of miles traversed?—There, of course, it would be necessary to summon that person before the magistrate.

2360. What would be done, then, by the police, anything?—The police would do nothing beyond, if the complaint was made to them, endeavouring to obtain the address of the driver, or, if it is a case of a complaint by the driver, trying to obtain the address of the person who has not paid the fare. Of course there is the power of taking the person into custody.

2361. We will come to that presently. But, first of all, you told us that the police had some powers with regard to disputes, too?—Yes.

2362. Would you tell us what they are, apart from the magistrates?—They receive all complaints against owners and drivers from the public, and they either report those cases to the hackney carriage committee for them to deal with the more serious offences, or they take out a summons against the driver before the magistates, the magistrates dealing with the less serious offences.

2363. Well, then, what punishment can the committee inflict for the more serious offences?—They can either deprive the owner or the driver of his licence, or they can suspend that licence for any time that they think fit.

2364. But they cannot inflict, of course, any pecuniary fine of any sort?—No; but the punishment in the hands of the committee of being able to revoke or suspend the licence is really more serious than the powers the magistrates have in dealing with most of these cases.

2365. Now, would you tell us, suppose a cab was obstructing the way—do you have cases of obstruction in Liverpool?—Occasionally; but very rarely. There are very few offences of that sort by drivers.

2366. I want you to give us, if you can, some idea of the different cases that would be taken before the magistrates and before the committee respectively. For obstructing the way, for instance, would the police

* *See* Appendix III. 11, 2.

* *See* Appendix III. 11, 2.

take him before the committee, or before the magistrate?—They would take him before the magistrate; but the cases are very few.

2367. What sort of cases would they take before the committee with a view to suspension of licence?—Cases of continually leaving a horse without any person in charge, or loitering for hire off the stands that are appointed, for furiously or recklessly driving. Then in cases of drunk in charge of a horse and cab, it is sometimes thought desirable to take them before the committee; and, in case of men with repeated previous offences, they would probably be taken before the committee even after the magistrate had dealt with the case. And in cases of overcharge they are taken before the committee.*

2368. (*Mr. John Burns.*) Am I to gather from you, Captain Bower, that even before a cabman goes to the magistrate—— ?—Never before. The committee are always very careful about that. They never interfere with the magisterial prerogative in any way. If it is intended to take a case before a magistrate, the magistrates are left to deal with it, and then the committee deal with the case after the magistrate's decision, in so far as it affects the conduct of the driver.

2369. Only for trivial cases; they never act as a buffer between the driver and the magistrate?—In no way. The magistrate's decision is entered on the conduct book of the cab driver. The only way it would be considered would be, if there were a number of these entries when the licence came up for renewal, the committee would consider whether he was a desirable driver. They never consider the details of the particular case.

2370. Do you consider that it would be an advantage or otherwise for the sub-committee of the watch committee, with perhaps the head constable present, to warn, or give notice to, or caution cabmen for trivial offences, that without such warning would probably be taken to the magistrate?—I do not think there would be any great advantage over the present system.

2371. (*Mr. Lough.*) Did I understand you to say that of the cases that went before the committee, these were types? I think you gave leaving a hackney carriage unattended?—Yes.

2372. Furious driving?—Yes.

2373. Overcharging a fare?—Yes.

2374. Plying off stands?—Yes.

2375. Could you give me any other cases?—No; those are the main cases. Of course there is a number of other offences that might occur. For instance, if they did not hand over property found in cabs promptly. There are others. I only gave those as the instances that were most common.

2376. (*Chairman.*) I understood those did not go to the committee first if they are going to the magistrates afterwards?—Certainly not. If they go to the magistrates the magistrates deal with them once and for all. If they go to the committee the committee deal with them.

2377–8. (*Mr. John Burns.*) May I ask you this, to be perfectly clear: what class of cases goes to the magistrates first and then to the committee; and what class of cases go to the committee which are not to be reviewed by the magistrates?—There are very few cases that go to the magistrate first, and afterwards to the committee. It would only be what I might call an accidental case. A man might, for instance, be drunk in charge of a horse and cab; it might be a very serious case, and the man might be locked up for it. Being on the charge-book, the magistrate would deal with it; the case might be so serious that it might be thought desirable to take action. But the magistrate, though he has the power under the local Act of taking away the licence, never does it; he always prefers to leave the question of dealing with the licence to the committee. A case of that sort might go to the committee after it had been before the magistrates; but the great bulk of the cases are dealt with either by the one authority or the other—not by both.

2379. And which of the two authorities deals with the hackney carriage cases?—The committee and the magistrates alike.

2380. (*Chairman.*) In fact, we may say, the work, as it were, is divided between the committee and the magistrates, the committee taking those cases which involve loss of licence, the magistrate taking those cases which might involve merely fine or imprisonment?—Exactly.

2381. (*Mr. Lough.*) I think the witness means to say exactly the opposite. The great bulk of cases—according to our London experience—lie under these heads: Hackney carriages unattended, overcharging, furious driving, plying for hire off the stands, and all these and such cases, you say, are decided by the committee?—I am afraid I did not make that quite clear when I said those cases. Though I have given the principal offences, there might be what I might call serious offences under the different headings and light offences. If it was a very trivial offence which would be met by a small fine, the man would be summoned before the magistrate and dealt with by a fine. If the hackney carriage inspector thought the offence was one of a very serious nature, and that it was necessary to withdraw the licence instead of summoning him before the magistrate, he would order him before the committee.

2382. (*Chairman.*) You might put in a statement, Captain Bower, in explanation of that, and giving, if you can, the numbers and any general details that you can?—Of course I could easily get out for the committee, if they wish, the exact cases dealt with by each authority and specify what they are.

2383. (*Mr. John Burns.*) Has there ever been during your occupancy of the office any conflict or disagreement between the magistrate and the committee as to overlapping of jurisdiction or interference with the functions of each other?—No, none.

2384. None at all?—None at all.

2385. Then, one can take it for granted, can one, from your last answer, that there has been in the interest of the public who ride and the general city interest harmonious co-operation between the watch committee on the one side and the magistrates on the other?—Perfectly harmonious. I can speak from personal knowledge for 13 years; and I do not think that ever before that there has been any conflict.

2386. (*Mr. Bayley.*) But the police are under the orders of the corporation?—Yes, or of the watch committee, which is pretty nearly the same thing.

2387. Who appoints the magistrates?—The magistrates are appointed by the Chancellor of the Duchy.

2388. (*Chairman.*) Do you know what is meant by bilking?—Generally, I do; I do not know about it specially with reference to cabs.

2389. There are, Captain Bower, in fact, two ways that a fare may rob a cabman?—Yes.

2390. One is bonâ fide refusing to pay the man the fare that he owes him, but bonâ fide believing that he, the fare, is right?—Yes.

2391. The other is a case of fraud, where the fare knows that he is wronging the cabman, and yet does so?—Yes.

2392. And he may do so either by running away, or by standing on the pavement and laughing at him, telling him, "You are a fool for taking me, because I "am penniless; I took the cab knowing I could not "pay for it"?—Yes.

2393. Those are two distinctly different things. Let me take, in the first place the case, where a man has bonâ fide a dispute with a cabman, what is done in that case in Liverpool respectively by the cabman and the fare?—The usual rule is to go to the hackney carriage office and see the inspector, who deals with the question. If it is an intricate question he will assess the fare, and say what ought to be paid, and, as a rule, the matter is settled at the office. If there is any difficulty about the matter beyond that—if the cabman is making an overcharge, and persists in making that overcharge—he would be ordered to attend before the hackney carriage committee at their next meeting, and the passenger would be asked to attend and substantiate his complaint. If, on the other hand, the fare was thought to be to blame, the only course that could be taken would be to take the name and address of the man, and leave the cabman to summon him if he were a known person; if, on the other hand, he were absolutely unknown, he might be locked up for refusing to pay cab fare.

* *See* Appendix III. II. 2.

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2394. I am speaking now of a bonâ fide dispute?—Yes, but I have never known a bonâ fide dispute in which the name and address could not be ascertained.

2395. We will come to the other presently. This is a bonâ fide case; what steps would be taken to compel a fare to pay—because, of course, the committee could not put the law in force—through the county court or the magistrates' court? — Oh, the magistrates' court.

2396. I suppose that would be under the Summary Jurisdiction Act?—Yes.

2397. In addition to giving a judgment, is there power to give compensation for loss of time to the cabman?—There would be power, I think, in the shape of costs.

2398. No, in addition to costs?—I am not aware that there is any power. It is under a local statute. I do not think there is any power to give compensation.

2399. (*Mr. John Burns.*) But would not that ordinarily be within the discretion of the magistrate?—Compensation or costs?

2400. Costs for loss of time?—The costs are practically within the discretion of the magistrate, and I think that very often indirectly compensation is given in the shape of costs.

2401. (*Chairman.*) Yes, but it would not be a legal compensation. I mean a magistrate might often give a liberal sum for costs, but he has no legal power to give compensation as in London?—No.

2402. You could get it in London by law?—I do not think there is any legal power to give compensation.

2403. (*Mr. Hopwood.*) I see by section 199 there is an express power to give costs.

2404. (*Chairman.*) Costs and compensation in London?

2405. (*Mr. Hopwood.*) No, I am speaking of the Liverpool Act?—There is costs in the Liverpool Act, but no compensation.

2406. Section 199. I will read the section to you, and then you will confirm it—say you know it or do not know it:—"And be it enacted, that if any person "shall refuse to pay on demand to any proprietor or "driver of any hackney carriage or cart plying for "hire, or to any errand, message, or luggage porter, "such fare or rate as shall be authorised to be taken "and received by the byelaws to be made as herein "directed, such fares or rates may, together with costs, "be recovered as any penalty imposed by this Act"?—That is the section under which they would proceed.

2407. (*Chairman.*) And that would be, would it, the only powers which a magistrate would have there, to make it recoverable as a civil debt by virtue of the Summary Jurisdiction Act, 1879? Perhaps you have not followed that peculiar point?—I do not think I have followed that peculiar point. But I rather think there is special power under that Act for the recovery of all penalties inflicted.

2408. The point would be this: supposing in London a man could not pay, and was bonâ fide, he could not be imprisoned unless they could show that he could pay and would not. Would that be so in Liverpool?—I am not quite certain about that point. I should like to have that Act looked up.

2410. (*Mr. John Burns.*) Have you ever had in your 13 years in Liverpool a clear case of a cab fare getting into a cab and positively refusing to pay at the end of his journey?—Only in the case of men who were drunk. We have had several cases of that kind, a man who is drunk will not pay; a man gets stupidly drunk, and will not pay.

2411. What has happened in that case?—He is locked up.

2412. (*Chairman.*) For being drunk?—He is locked up generally on the double charge of being drunk and refusing to pay cab fare.

2413. (*Mr. John Burns.*) And when he becomes sober what action is taken by the cabman, the police, and the magistrate in relation, not to his being drunk, that is dealt with separately, but to his not having paid the cab fare?—He is dealt with under that section.

2414. What happens?—The magistrate inflicts a penalty, and orders such costs as he thinks fit to the cabman.

2415. (*Chairman.*) As to the mode in which that penalty is recovered?—By distress warrant or, if no goods, by body warrant.

2416. (*Mr. John Burns.*) Have you ever had a case within your term of service of a man being sober and refusing to pay his fare?—I cannot recollect a case of that kind, but there have been such cases.

2417. (*Chairman.*) It would be as in London; there would be no power there of imprisonment unless a man could pay and would not?—Yes.

2418. (*Mr. John Burns.*) Supposing this case were to happen in Liverpool. Supposing I were to take a cab in Lord Street, drive down to the landing stage and be four hours in the cab, and supposing I were to tell the cabman to drive back to Lime Street Station, and that I then went into the main entrance, told the cabman to wait for me, and went out of the other side, was away half-an-hour intending to defraud the cabman, and the cabman were to see me going down Lord Street an hour afterwards, would the cabman have the power to call a policeman and to arrest me for the non-payment of that four hours I had been in his cab?—Oh, I think so, certainly.

2419. You think so?—I think he would call a policeman, demand payment of the cab fare, and on your refusing to pay it, the policeman would take you into custody, or if you were known, take your name and address for summons.

2420. He would either arrest me or take my name and address?—Yes.

2421. And then what would happen?—Well, you would be proceeded against under the section which has been referred to.

2422. (*Chairman.*) Just be careful here, are you prepared to say that there is power in the law for a cabman, in those circumstances mentioned by Mr. Burns, to give a man into custody; it is a delicate question; you have answered as if he would?—I think we should deal with it in that way. We should demand the fare in the first place, so as to have a refusal to pay, because I think the mere fact that four hours have elapsed does not deprive the cabman of a right to a fare which was justly his due.

2423. (*Mr. John Burns.*) Or half an hour?—Or half an hour.

2424. (*Chairman.*) Are you able to point out to us any section of any Act of Parliament which enables a constable in those cases to arrest a person at all?—Well, there is a section in that 1842 Act that gives a most peculiar power to Liverpool constables to arrest persons for any offence whatever who are unknown to the constable.

2425. Would you read that section; now we are on something very unusual?—I am afraid I cannot refer to it now. There is a very peculiar power given, it runs somewhat to the extent that you may arrest a person whose name and address is not known or who refuses to give his name and address, and who has committed any offence.

2426. I should like to ask you, do you not think those are very excessive powers to give to the police of a capital?—Undoubtedly they are; we do not very often put them into force.

2427. (*Mr. Lough.*) You have spoken repeatedly in these questions about so-and-so being taken before the watch committee; is there a power to take people before the watch committee?—Other than cabmen?

2428. I mean cabmen alone?—We cannot take them against their will, but the committee would deal with the offence in their absence if they did not go. A cabman would receive the summons to attend the committee from the hackney carriage inspector, and if he did not attend the committee the offence would be dealt with in his absence, and he might lose his licence.

2429. I thought it was that if a man got into a cab and said, "Drive me to such an address in Lord Street," and then said, "I will not pay you," he would be taken before the watch committee; now I ask you, can he be taken before the watch committee?—Certainly not, he cannot be taken against his will.

2430. There is no power to take him before a magistrate?—There is power to take him before a magistrate; there is power of arrest if he has committed an offence.

2431. And if the offence is merely that he declines to pay his shilling in Lord Street, then the police have power immediately to take him before a magistrate?—Yes, if he is unknown to them.

2432. (*Chairman.*) There is a general power of arrest in Liverpool that certainly does not exist in London, of arresting anybody for any offence?—Yes.

2433-4. (*Mr. John Burns.*) On that, has there been any abuse of that before?—No, none; it is one that we put very sparingly into use. I need hardly say it is one we discourage in every possible way.

2435. Has it led to acts of extortion on the part of the cabmen?—No, I never heard of such a case.

2436. And, generally speaking, very few cases arise in the course of the 12 months?—Very few indeed; scarcely any.

2437. (*Chairman.*) The power of arrest we have heard of, that, in your opinion exists, is at all events reciprocal; the cabman can be arrested and the fare can be arrested?—Yes.

2438. According to your view?—Yes; only the cabman would generally be known.

2439. (*Mr. Bayley.*) I take it the cabman has no inducement to overcharge, being paid a weekly wage?—No, except that he would take what was over and above the legal fare and put it into his own pocket.

2440. (*Chairman.*) A little further on this question of bilking. When a fare is brought up before a magistrate for having not paid, does the magistrate make a distinction in the case before him between a bonâ fide refusal to pay, and bilking—cheating?—I have hardly any experience of those cases; but I take it there would be a considerable difference in the amount of penalty.

2441. Would you tell us what provision of stands and shelters for cabmen there is in Liverpool?—With reference to stands, they are appointed by the hackney carriage sub-committee on the request of either the owners of cabs or of the residents in different localities, and the number of cabs that each accommodates is laid down, and the committee have regard to the amount of traffic in the streets, of course, and the position of the neighbourhood. There are about 100 stands altogether within a certain one and a-half mile radius of the centre of the city, and the number of cabs assigned to each stand varies from one cab up to 60 cabs, 60 being at the landing stage.

2442. And how many cabs can be accommodated in the whole of those 100 stands?—There would be accommodation for, I should think, nearly 1,000 cabs on the whole of them exclusive of railway stations.

2443. Then the stand accommodation at Liverpool is considerably in excess of the total number of cabs?—Undoubtedly, because there are certain stands that are filled particular times of the day and that are almost deserted at other times.

2444-5. But considerably in excess?—Oh, considerably in excess. 770 is the number of cabs, and I think I am under the mark in saying 1,000 for the stand accommodation.

2446. That stand accommodation for 1,000 is within a mile and a-half radius of the centre, I believe?—Yes.

2447. Are there other stands outside that mile and a half radius?—There are other stands, but as a rule the other stands are stands outside the different stables of the cab proprietors; there are very fair stands for any number of cabs outside.

2448. There are other?—Yes, for two cabs.

2449. Are there many stands of that character?—There are a large number of stands outside the radius.

2450. Capable perhaps of holding 1,000 more?—Scarcely so large a number as that.

2451. Can you give us statistics of the number of offences committed by drivers of cabs in Liverpool for the past year?—I have got a note to send those; I have not got the particulars with me.

2452. You could not, I suppose, give us any idea as to whether the proportion, say, of drunkenness among cabmen was larger than amongst the rest of the population of an equal age and sex?—I think I would not say that at present; I have got an opinion, but I would rather verify it by statistics.

2453. You would rather not express it until you have verified it by statistics?—Yes.

2454. Do you allow advertisements on cabs in Liverpool?—No, sir.

2455. The same rule as in London, I suppose?—There is a clause in the same Act, the Liverpool Improvement Act, that prohibits it.

2456. Now about badges. Are the cabmen compelled to wear a badge when on duty?—Then they have a brass badge, which they wear fastened with a strap on the left arm; they have to pay 5*s.* deposit on receiving a badge, which is returned to them when the badge is handed in.

2457. Do they have a book of byelaws and rules given to them?—They have a book of byelaws similar to that one I have handed in to the Committee. That is supplied to them free, but if they lose the book they are charged 6*d.* for a duplicate of it.

2458. Are they bound to produce that book to a person taking the cab; are they bound to produce that book to fares in addition to the tariff?—They have also a book of distances for which they are charged 6*d.*, and that they are bound to produce to the person who takes their cab, and in addition to that every cabman has to be supplied with tickets that I have got a copy of here; I will hand a copy in to the Committee; and he is bound legally to hand one of those tickets over to every person on entering his cab. That is a thing that is never done practically; we do not deal with them if they hand a ticket over when it is asked for.

2459. Would it not be sufficient for the cabman to show the book of distances to a fare, with the number of his licence marked on it instead of being obliged to carry these tickets about with him; is there much use in these tickets?—I do not think the ticket is demanded in more than one case in a 1,000, it is very rarely demanded; very few people know that they are entitled to demand it.

2460. Do you regard it as a useful thing to have the power of having the ticket, or would it be enough only to require production of the book of fares with the man's name and style on it?—I think the ticket is rather useful, it is practically the cab driver's card. Supposing a person has complained about the cab in any way, it contains the number of the cab, the name of the owner, the address of the owner, name of the driver, the number of the driver, and on the back of the ticket a notice as to where the inspector's office is, and how he can get any complaint attended to.

2461. Is it an offence not to produce this?—It is really an offence not to give one even without being asked for it to a person entering a cab; we do not deal with them for not doing that, only when they refuse to give one when it is demanded.

2462. Do they compel the cabman to wear his badge when appearing before a magistrate?—I do not think there is. When they come before the committee, they have to take off their badge and leave it on the table before they are dealt with. The badge is handed back to them if the offence is dismissed.

2463. We are not going much into the question; I do not think it is part of the Committee's duty to go into the question of strikes, but I should just like to ask you, has there been any strike in Liverpool?—No, none. I did not answer your question with reference to shelters, I stopped at the stands. I do not know whether you wish that to be dealt with. There are eight shelters in Liverpool altogether. One of these was erected and is maintained and governed entirely by private individuals, two were erected at private cost and were handed over to the corporation, who look after the control and maintenance; five were erected at the cost of the corporation, and they maintain and control them. The city council make regulations for the shelters, and I have brought a copy of the regulations up with me. I will put it in; it is put up at each shelter.

2464. (*Mr. John Burns.*) Those shelters come under the hackney carriage committee?—Those shelters come under the hackney carriage committee. Then each shelter has a person appointed as keeper by the hackney carriage committee.

2465. Paid by the corporation?—Well, he is not paid by the corporation, he is not paid at all. He is really appointed by the hackney carriage committee on the nomination of the drivers frequenting the stand. The drivers nominate a man, and if the committee are satisfied with their nomination they appoint him, and he then has the control of the shelter subject to the supervision of the hackney carriage inspector, and he makes his profit by supplying refreshments to the drivers.

2466. At a fixed tariff?—At a fixed tariff in each shelter, and it is put up in each shelter.

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2467. (*Mr. Whitmore.*) Is that tariff supervised?—If it were unreasonable. It does not come formally before the committee, but if it were an unreasonable tariff the hackney carriage inspector might bring it before the committee, and the drivers might complain.

2468. (*Mr. John Burns.*) Generally, are they well used, the shelters?—Well used; they have had no complaints whatever about the management or supply of the refreshments. We are extremely particular that no cabman is in any way interfered with in his use of the shelter when he does not desire to have refreshments; we are very particular to see that there is no compulsion upon any man using the shelter to take refreshments.

2469. Are intoxicating liquors sold in the shelters?—No, intoxicating liquors are not sold in the shelters, and the corporation supply water and gas free of charge.

2471. (*Mr. John Burns.*) You say that the hackney carriages of Liverpool are under a sub-committee of the watch committee acting for the city council?—Yes.

2472. The police in relation to hackney carriages in Liverpool act only as the agents of the watch committee?—Yes.

2473. Do the police act as police or only as supervisors of the hackney carriages?—Of course they have the double qualification. Up to a very short time ago the hackney carriage inspectors were not police at all, they were private servants of the corporation; but it was thought undesirable to continue that principle, and on vacancies occurring I was asked to nominate police officers to undertake the duties.

2474. It is a double-barrelled qualification?—It is a double-barrelled qualification.

2475. They act not as police officers, but as hackney carriage supervisors?—They act not as police officers, but as hackney carriage supervisors.

2476. Have the public ever been inconvenienced or put to any disadvantage by the police acting in this capacity for the city council?—I think not; I have never heard of any complaint.

2477. And there is no desire on the part of the police, as police, to alter the present arrangement?—No, I think on the whole it works very well, and it is advantageous, I think, to have the connexion with the hackney carriage department in many respects; it practically gives us additional powers in the control of cabs at theatres and places of amusement, having the hackney carriage officers available for doing the two duties.

2478. I see; the watch committee acting for the council have a discretionary power to limit the number of cabs?—Yes.

2479. Has that ever been exercised?—Never.

2480. As apart from this discretionary power to limit, which you say has not been exercised, is there any understanding amongst the proprietors themselves to limit the number of cabs?—No; I think not.

2481. You have never heard of it?—No, I have never heard of it. I made inquiry about it, I could not ascertain that anything of the kind had ever been done. With reference to that, I may say, that the number of cabs licensed appears to be decreasing annually, whereas the number of drivers appears to remain normal.

2482. You have no evidence within your knowledge to account for the diminution in the number of cabs?—No, none.

2483. Except the superiority of the tramway and other communications?—No doubt that has had a good deal to do with it; and of course there is another matter which somewhat limits the numbers in Liverpool, that there is a very large number of private owners who keep cabs that they do not license, but which they run at the ordinary cab fares from their own yards. They are practically private broughams, but they go at the cab fares.

2484. What is the difference between the total number of cabs running and the total number of cabmen licensed?—Roughly speaking, there are five drivers for every four cabs; the exact numbers I could give you—there are 771 carriages and 1,074 drivers in the present year licensed.

2485. Do the men ever complain of the excess of drivers' licences issued over cabs qualified to run?—I have not heard of any complaint, and as you will see the number is not very excessive.

2486. And the men have never asked for a restriction of licences?—No.

2487. Then you would consider that five drivers for four cabs is no more than is necessary as a working margin for illness and holidays and so forth?—I do not think it is very much.

2488. What do the men pay for their licences?—That is a point I ought to know, but I am afraid it is a point I cannot get hold of in my proof, and I have not got it in my mind.

2489. Will you send us that?—Yes.

2490. They do make a payment for their licence?—I am not very sure whether they pay more than a security for the plates.

2491. What do they pay for the book, anything?—I have mentioned that they pay nothing for the first book, 6*d.* for additional copies; for the book of distances they pay 1*s.* 6*d.*, and the same on renewal.

2492. What do the proprietors pay for their licences for their cabs—for the plates?—They pay a 3*s.* deposit.

2493. They do not pay any such sum as is paid in London, namely 2*l.*?—Oh no, sir.

2494. Has there been any desire on the part of the cabmen, the cab proprietors, or of the Liverpool public, to have a smaller radius than that which now prevails?—No, I do not think there has been any request made.

2495. Has there been any demand for a cheaper cab fare than 1*s.*?—Yes, and it has been tried. A certain number of owners a few years ago tried a sixpenny fare, but they found it did not answer and they discontinued it.

2496. (*Mr. Whitmore.*) Sixpence for each mile?—Sixpence for each mile, yes.

2497. (*Mr. John Burns.*) What was the reason of the abandonment of the sixpenny fare?—Simply that it did not pay; they dropped off one after another, those who had started it.

2498. You license cab drivers generally in the interests of the public?—Undoubtedly.

2499. Do the proprietors in Liverpool retain the licence of the cabman?—The proprietor retains one copy, the driver a duplicate.

2500–1. In the event of a cabman committing an offence, who is prosecuted, the cabman or the proprietor?—The cabman. There is power under the Act to prosecute the owner, but as matter of fact that power is never put into force.

2502. You say that your inspection is annual?—Yes.

2503. Do you think that a biennial inspection would be better than an annual, or is an annual sufficient?—I think an annual is sufficient; it is a very big business; I might put this in also, it is a notice as to the inspection both for cabs and drivers, the notice that is issued for the annual inspection.

2504. I see by the book that Liverpool cabmen are not supposed to solicit for passengers?—Yes.

2505. Generally is that complied with?—I think fairly. Of course there is always a certain amount of soliciting going on in the streets, but it is put down where the police possibly can. I think we may say generally it is complied with. It is not very openly done, or done to the annoyance of people.

2506. You would in a city like Liverpool, and particularly like London, regard the penalty against soliciting as a chief check upon obstruction and crawling, to public inconvenience?—Oh, yes.

2507. And you consider that by stopping soliciting, and having stand accommodation in excess of the number of cabs, you remove incentives to crawling and obstruction?—Undoubtedly, to a very great extent.

2508. With regard to the age, I see that you are one year above London?—Yes.

2509. Would you suggest any alteration?—I think eighteen is young enough.

2510. Are the offences committed by cab drivers in Liverpool mainly confined to young drivers or to what period of age, can you say?—I think it goes over any age. I could not say it was confined to young drivers. I should say it ran a very fair proportion over the whole, irrespective of age.

2511. You grant no exceptional privilege to proprietors' sons?—No.

2512. You do not give them, say a year or two years under the 18?—No.

2513. And you treat all the proprietors and their sons, in the matter of drivers' licences, the same?—The same.

2514. As you would a man who is not a proprietor?—Yes.

2515. Or not the son of a proprietor?—Yes.

2516. You say that weekly wages are paid varying from 14*s.* to 20*s.* per week, with a 1*s.* per week as a custom to horse-keepers?—That would not apply to a weekly wage man—the shilling. The shilling a week to the horse men is paid by those who take out their cabs.

2517. Do you find any desire on the part of either the masters or the cabmen to depart from the system?—No; they have been working very harmoniously. We have had no complaints from either side recently.

2518. Do you think that the weekly wage tends to more civil conduct on the part of the cabmen than the daily wage?—Yes. The cabs that have the drivers at a weekly wage are, as I have said before, the better class cabs and the better conducted drivers; they are, as a rule, the best men that we have employed in that way. I should class the cabs—speaking, of course, very generally—as follows: I should put in the first class of cabs those that I have already alluded to that are not licensed at all, that are the private cabs going from the yards; I should put in the second class cabs driven by the men at a weekly wage; I should put in the third class the cabs that are driven by the men who pay 4*s.* 6*d.* or 5*s.* a day to the proprietors for taking them out; and I should put in the fourth class the cabs of the small owners who drive their own cabs.

2519-20. That is your experience, is it, that a regular fixed weekly wage——?—Secures the better class of men.

2521. And is in your experience an incentive to good conduct, to civility to the passenger, and generally better behaviour all round?—Yes.

2522. Now, you said that there were certain cabs of of second class character in Liverpool that paid from 4*s.* 6*d.* to 5*s.* per day?—Yes; 5*s.* I think.

2523. That is for one horse only?—For one horse only.

2524. And you said, roughly, for about twelve hours?—Roughly, about twelve hours would be the time they would be entitled to take them out.

2525. Have you formed any opinion as to the advantage of the one-horse system for the horses and the men and for the general convenience of the public and the police management?—I have no great experience excepting the sort of general knowledge that every one possesses of what goes on in London, which enables me to compare the two.

2526. No; I am speaking for Liverpool only?—I have no experience in Liverpool of any other system. The one-horse works very well on the whole, very satisfactorily. But I have no experience of the other.

2527. Do you consider that the two-horse system, with its consequent long stretch of hours on the streets, tends necessarily to the irritation and the general extortion and abuse that one finds among men where long hours are worked?—I should be of that opinion; but, as I have said before, I have no experience to qualify me to give any exceptional judgment about it.

2528. You have spoken about privileged cabs; you say there are no complaints in Liverpool about privileged cabs?—No; none have come to my knowledge.

2529. Is the supply of privileged cabs at the railway stations sufficient for the demand?—Oh, ample.

2530. In the event of the supply of cabs not being sufficient for the demand on a train coming in, what would happen? Would the outside, non-privileged cab be called in from a stand?—I have not known of a case of the kind; but undoubtedly they would. I am sure the railway officials would be the first to do it themselves if there were no other cabs to be had.

2531. Then are we to assume that the supply of cabs in the railway stations in Liverpool is also similar to the stand accommodation, greatly in excess, the very opposite of what happens at London stations? You have never known a case of insufficiency of privileged cabs?—I have not known an instance. I have not made special inquiry with reference to the point. I could do so if you wish.

2532. (*Mr. Whitmore.*) Do you know what the number of privileged cabs is?—No, I do not know what the number is.

2533. (*Mr. John Burns.*) Have you any private railway omnibuses in Liverpool, running from station to station?—No, from station to station private omnibus.

2534. Are they licensed?—They are licensed just as omnibuses.

2535-6. Have you any private railway omnibuses in Liverpool?—We have private railway omnibuses in Liverpool.

2537. Are they licensed?—I believe they are licensed; but I think, perhaps, I had better make certain about that,* because I think these private railway omnibuses are licensed for other reasons—I think when they are not wanted at stations they do ordinary work; but I would like to look up that point.

2538. What I should like to gather—if you will kindly send on, as I know you will—is, if there are private omnibuses in Liverpool, whether the omnibus proprietor pays the same licence fee for the omnibus, and whether the driver of that omnibus has a hackney carriage licence from the hackney carriage committee?—If they are licensed, they certainly have. But I should like to find out whether they are.* I know there are exceptions made with reference to the licensing.

2539. What is the character of your inspection? Do you ever pay surprise visits to the cab yards?—Yes, occasionally.

2540. And at night time?—Yes.

2541. And what proportion of cabs have you in the last year condemned?—I am afraid I could not answer that.*

2542. You will send it on perhaps. Generally, you agree, do you not, that where it is possible it is better for an inspector to have wheelwright and veterinary experience than not to possess those qualifications?—Knowledge is always useful, sir.

2543. Do you keep a register of cab yards?—No; we do not.

2544. Then you leave the veterinary inspection of cab horses and cab yards?—That is done under the medical officer of health.

2545. The next point I would like to ask you is, do you allow a man to take out a new licence, say in 1895, when his licence for 1894 has not been used at all?—I think the committee would require to know what he wanted it for, and he would have I think to attend the committee and explain matters.

2546. Generally speaking, do you agree with men having licences given to them unless they use them?—Certainly not; unless they intend to use them they should not.

2547. I see you have a Regulation 19:—"The drivers "and conductors shall be sober, cleanly, and decently "clothed in such manner, and with such distinctions "as to classes, as the council may from time to time "reasonably direct, and shall conduct themselves in a "proper, civil, and decorous manner at all times." What steps do you take to enforce this regulation with regard to sobriety, cleanliness, decency of clothing and behaviour?—We have a daily inspection of stands going on all the year round.

2548. A daily inspection?—These six inspectors of hackney carriages are employed daily visiting different stands; some of them they will visit twice, three times, in one day. They will take note of the condition of all the cabs, and also the clothing, and as to the sobriety of all the drivers, and notice whether they are properly in attendance at their cabs or gone too far away from them.

2549. Let us take the personal appearance and cleanliness of the driver, would that come within the cognizance of the inspector?—Yes, it would.

* *See* Appendix III. 11. 2.

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2550. Supposing his clothing were very dirty?—Caution him, the first time, to be more tidy and respectable; the second time report him to the committee. I have known cases where they have been taken before the committee.

2551. What has happened?—So much depends on the conduct. Caution him, suspend his licence for three days, and so on, increasing the penalties if the offence were repeated.

2552. Could you hand in to the Committee subsequently the list and number of cab drivers who have either been fined or had their licences revoked for soliciting passengers?—Yes.*

2553. I see that drivers are not to carry deceased persons or corpses. Do you make that obligatory and impose a penalty?—Well, I do not find that they are generally very anxious to do it. I do not know any case where they have tried to do it. But we always employ spring carts for that purpose.

2554. You have a special carriage of the local authority?—We have a number of ambulances that we use, but as a rule for a deceased person we hire a spring cart. There is a large number of spring carts for carrying luggage and so on. We generally take one of those.

2555. By penal regulation No. 40: "Every "person breaking such of these byelaws as relate to "hackney carriages, and the owners, drivers, and "hirers thereof, shall be liable to a penalty not exceeding the sum of five pounds for any one offence; "and every person breaking such of these byelaws as "relate to omnibuses, and the owners, conductors, "drivers thereof, and passengers therein, shall be "liable to a penalty not exceeding forty shillings." Does that apply to a person who refuses to pay his fare?—I think there is a separate clause altogether of the Act dealing with refusal to pay. I think it would be an offence rather on the part of licensed persons that that clause refers to, would it not?

2556. (*Mr. Hopwood.*) Would not the penalty referred to by Mr. Burns be recovered under this section: "And "be it enacted, that the justice before whom any such "complaint may be made or information exhibited "may, without issuing any summons, forthwith issue "a warrant for the apprehension of any person "charged with any offence against this Act, or any "byelaw made in pursuance thereof, and of the said "recited Acts or any of them, whenever good grounds "for so doing shall be stated on oath before him"?—Yes.

2557. Is that the section that you referred to?—That would be the clause I wanted to get.

2558. Does it not appear from that clause that it is necessary to apply for a warrant before you can arrest?—That is not the arrest clause I was referring to. There is a general arrest clause under that statute.

2559. So I understood. But is not that the clause that would apply where a penalty ——?—Oh, undoubtedly.

2560. Now is this the clause to which you refer. I will not read the whole of it; but I will read enough to remind you:—"And be it enacted, that any person "found within the borough committing any offence "punishable either upon indictment or as a misdemeanor upon summary conviction by virtue of this "Act may be taken into custody, without a warrant, "by any constable of the police force of the said "borough, or may be apprehended by the owner of the "property on or with respect to which the offence shall "be committed, or by his servant"?—No; there is a further power than that.

2561. That disposes of a second clause as to arrest. Now, I will give you a third:—"And be it enacted, that "it shall be lawful for any constable belonging to the "police force of the borough to take into custody, "without a warrant, all loose, idle, or disorderly persons within the borough, whom he shall find disturbing the public peace, or in his own view committing "any offence against this Act, or whom he shall have "good reason to suspect of having committed or being "about to commit any felony, misdemeanor, or breach "of the peace, or to instigate or abet any such breach, "and all persons whom he shall find between sunset "and the hour of eight in the morning lying or loitering in any street, yard, or other place within the "borough, and not giving a satisfactory account of "themselves"?—That is a further power, and there is more still contained in section 341 of the 1842 Act.

2562. (*Mr. John Burns.*) I see the watch committee have also the licensing of the omnibuses—the omnibus drivers and conductors?—Yes.

2563. They also enjoy the same discretionary power as to limit as with regard to cabs?—Yes.

2564. Generally speaking, do you find that the cabmen of Liverpool, in the 13 years that you have been there, have improved in appearance and character?—I think they have. They are a very respectable body of men, taken as a whole now.

2565. Have you found any desire on the part of the cabmen who are not privileged cab drivers to ask for the revocation of the privilege system in force at railway stations?—No. As I have said already, I have never heard of any demand of the kind being put forward.

2566. You have never found the privilege system at railway stations lead to obstruction and inconvenience of the traffic outside the stations?—No.

2567. The restriction to stands of the cabs prevents that, does it not?—I should think it would; but as a matter of fact we never have found any difficulty.

2568. In the event of the privilege system operating, as I am glad to say it does not, for public inconvenience, you would consider it advisable to alter it?—Oh, undoubtedly.

2569. (*Mr. Lough.*) I notice that all drivers who have obtained licences must come up on a certain date in June to get them renewed, is that so?—Yes, that is so.

2570. Are new licences issued all the year round?—All the year round; but they all terminate on the 30th May or 30th June.

2571. Then I see by this paper that you hand in that the driver's licence will be renewed free of charge on these ten days in June?—Yes.

2572. But if he does not come up then he will be charged 1*s.* 6*d.*?—Yes.

2573. That is stated here, so I suppose it is stated in the law?—Yes. Perhaps I ought to qualify that by saying that that does not apply to men who have been twice convicted of drunkenness, or three times convicted of any other offence during the year. They have to make personal application to the committee before they can renew the licence.

2574. But ordinarily it is as I have stated?—But ordinarily it is.

2575. Equally the licences for carriages expire at the latter end of May?—Yes.

2576. And they have to come up for inspection then?—Yes.

2577. And you renew every hackney carriage licence for a payment of one shilling, I see stated here?—Yes.

2578. There is no attempt at all to make a municipal revenue out of either hackney carriages or drivers?—No, there is not.

2579. The principle is not recognised in Liverpool?—No.

2580. You spoke, then, of private owners having the best class of cabs?—Yes.

2581. Are they required to licence these private cabs?—No. They ply only from their own yards; they are not allowed to take up a fare in the streets. Strictly speaking, they are not cabs at all; they are really private broughams, but are more of the character of cabs, and they charge the same fare as the cabs do, so they are an important number of vehicles that compete with cabs in Liverpool.

2582. (*Mr. Whitmore.*) I suppose at Liverpool one season of the year is not appreciably more profitable than another for the cab drivers?—Yes, I should think that, as a rule, the summer season, when the American traffic is on, is a little more profitable. But there is not the difference in Liverpool that there is in London between the season and out of the season.

2583. I mean there is no temptation to a man to take out a licence for use during one restricted portion of the year?—Oh, no, not at all; and as I have already mentioned to the Committee, the wages of the cab

* *See* Appendix III. 11. 2.

drivers do not vary between one time and another. They are paid the same all the year round.

2584. That is because practically the profits are very nearly the same?—Because practically the profits are very nearly the same.

2585. (*Mr. Bayley.*) There is not much night work, I suppose, in Liverpool? I think you said a cabman began at 12, and finished about eight or nine?—I was only speaking of the larger number. There is night work, but it is very small, the amount of night work. And we have a certain amount of difficulty about the night work. If there is a bad horse or anything night is the time they are taken out, and it is at night that the Prevention of Cruelty to Animals Inspectors assist our inspectors in going round, I think.

2586-7. The work generally is much lighter than in London?—Oh, undoubtedly.

2588. I mean it is more intermittent in Liverpool, meeting trains and that kind of thing?—I do not think there is the same number of short fares taken in Liverpool as there are in London. I do not think people jump into a cab for a shilling fare.

2589. There is not as much life and movement in Liverpool as there is in London?—Oh, no.

2590. (*Mr. John Burns.*) But in your opinion, even with the small knowledge that one in the provinces must necessarily have of London cab life, is not the four-wheel cab traffic in Liverpool, from the point of view of luggage and number of persons carried from the railway station down to the docks, relatively larger and heavier?—Very much heavier. There is no doubt the amount of luggage carried, and the number of passengers per cab carried, is very much larger.

2591. (*Chairman.*) Is not the period of repose that the horses would have larger proportionately in Liverpool than it is in London?—I should think it would be.

2592. (*Mr. Lough.*) Do you know the parts of London called Islington and Clapham?—I do know them. I do not know them very well. I have been there.

2593. Well, have you any reason to suppose that life in Liverpool is quieter than it is in those districts?—If you compare the centre of Liverpool with Islington or Clapham, I should think the traffic in centre of Liverpool would be heavier.

2594. What I wanted to put was, you are only thinking of the greater streets in London?—I was rather comparing Lime Street with Charing Cross.

2595. Lime Street is as crowded as Charing Cross, is it not?—Oh, I do not know about that.

2596. (*Mr. Hopwood.*) It is because the short distance traffic is light in Liverpool, probably, that the 6*d.* fare scheme failed?—I should think it very probably was the reason.

2597. Can you tell us whether the watch committee has ever considered the expediency of applying a taxameter or some mechanical machine to the cabs?—No. It has been talked of, but that is all; it has never been seriously considered at all.

2598. (*Mr. John Burns.*) Have you seen it?—I have not.

2599. (*Mr. Hopwood.*) Will you explain to the Committee how the plates are fixed to the cabs?—They are fixed with nails, I think, or rivets.

2600. Cannot a plate be removed from a licensed cab and applied to an unlicensed cab without a chance of detection?—I think it would be difficult, because, of course, the number of cabs is not so very great but that the hackney carriage inspectors have a pretty good knowledge of them. I think it is a thing that would not go very long without detection.

2601. You have no system of branding a cab in such a way as to prevent fraud?—No. *Capt. J. W. Nott Bower.*

2602. With regard to the privileged cabs, do the forms of licence which you issue refer on the face of them to the fact that cabs are to be let to railway companies?—Oh, no; that is a purely private arrangement between the owner and the railway company. 2 July 1894.

2603. You have no cognizance of it at all?—No. These are the forms of licences to drivers and owners. I will put them in.

2604. Under the Liverpool Act the forms of licence may be altered in any way which the watch committee may direct?—Yes.

2605. Subject to the regulations being approved by the Secretary of State?—Yes.

2606. From your experience, do you see any objection to the agreement with the railway companies being made with the drivers rather than with the proprietors?—I have not considered that question, but I rather think it would be objected to by the proprietors.

2607. By the proprietors?—Yes; and I do not think it would work satisfactorily in the interests of the railway companies.

2608. But how about the public?—Well, I look on the interests of the railway companies and of the public as almost identical, except so far as the mere money paid for the privilege is concerned.

2609. Only one question more. Can you give me a sketch of the procedure which is adopted when a policeman makes a complaint with regard to the conduct of a cabman?—The report would be taken down at the hackney carriage office by one of the hackney carriage inspectors, and he would then instruct the policeman as to when the next meeting of the committee would be.

2610. Let me understand. Would the policeman go to the hackney carriage office and make a statement of the facts to the inspector?—Yes, to the inspector.

2611. Very well; what is done with that statement of facts?—The inspector would keep that, and he would then tell the policeman when he was to attend before the committee, and he would serve what was properly a summons on the cabman to attend before the committee at the next meeting. He would enter the charge then from the statement of facts; in a sort of charge-book that is kept, or a "complaint book," I think they call it; and this book is placed before the chairman of the committee, and they investigate the case as if they were a court. They hear the evidence on both sides; then the parties to the charge are ordered outside; the committee then discuss the question, and they decide what penalty, if any, they would inflict; then the parties are again called in, and the decision of the committee made known to them.

2612. Then, as I understand it, before proceedings are taken by a constable against a cabman in Liverpool a form of deposition is put in by the constable stating the facts upon which the proceedings are to be taken?—For a hackney carriage offence?

2613. Yes?—Yes.

2614. What are your police powers over privileged cabs in railway stations—the same as the police powers over unprivileged cabs?—No. We have none practically; they are in a private place.

2615. Then a railway station in Liverpool is a private place?—We have practically all the powers we require, because the companies give them to us. The companies are only too glad to get us to assist them. They invite inspection themselves there.

2616. That applies to inspection as well as to police duty?—Yes.

The witness withdrew.

Mr. James Scott recalled and further examined.

2617. (*Chairman.*) You are secretary and manager of the London Improved Cab Company, Limited?—Yes. *Mr. J. Scott.*

2618. I do not think I need ask you about the provisions in force with regard to the licensing of cabs, because we have had them very fully described already; we might go on to your opinions on them. Is it your opinion that the class of cab that is to be found in London is inferior to what it ought to be or up to the mark; would you give us your views upon that?—There is a proportion of cabs that are running on the streets of London which are, in my opinion, inferior.

2619. To what they ought to be?—To what they ought to be.

2620. Are those cabs four-wheelers or two-wheelers chiefly?—Principally four-wheelers, but there is also a number of hansoms—two-wheelers.

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2621. And you think that there are a good many cabs running which ought not to be allowed to run by reason of their inferiority, is that so?—I think so.

2622. Have you seen lately any cabs in that defective condition?—I have. During the recent strike I saw a great many; I thought probably that was because night cabs had come out to do duty during the daytime. There were certainly cabs there which any man with a practical knowledge of cab building would consider unfit for public use.

2623. Do you consider that those cabs that you have described as unfit for use belong to large or to small proprietors?—I could not say.

2624. Is it the age of those cabs that you complain of, or is it their state of repair generally?—I would not condemn a cab because it is an old cab if it were thoroughly fit in other respects. An old cab could be made thoroughly serviceable if it underwent a proper overhaul, but those cabs were worn out.

2625. Are you of opinion that the inspectors, whoever they are, who are told off to inspect cabsought also to inspect them during repair as well as after the repairs are done?—In my opinion there is no man who can judge properly of the state of repair or the condition of a cab if he has not seen the repairs going on; if he only sees the cab after it is painted and varnished.

2626. You think there should be some further inspection beyond the existing inspection?—I think all public vehicles should be inspected in the workshop as well as at the police station.

2627. You think it is possible by paint and varnish and putty to conceal the defects in the cab?—That is so; if the inspector is not a practical coach builder he can very easily be deceived.

2628. Now, supposing that the cabs were brought up to the standard that you think they ought to be brought up to, what, in your opinion, would be the amount of diminution in the numbers; can you give us any idea of that?—Do you mean by that, if all the cabs running on the London streets that are unfit now were withdrawn what number would be left?

2629. What number would be left? Have you formed any idea of that at all?—Roughly, I should say there are 1,500 cabs on the London streets that should not be there.

2630. That is to say about 10 per cent of those which exist should be rejected?—From 7½ to 10 per cent.

2631. Mr. Lough points out to you that your figures would be considerably larger if 1,500 cabs are rejected out of 9,000; that is a larger proportion than 10 per cent.?—Out of 11,000.

2632. Out of 11,000; that is a considerably larger proportion than 10 per cent.?—It is the licensed cabs that I am going by.

2633. Do you choose as your answer 7 to 10 per cent.?—I should say 7½ per cent.

2634. I think in your evidence given the other day you told us that you did not remember inspectors coming to your yard?—That answer was given in reference to the inspection ordered by Scotland Yard referred to in the Act; I have never had a special inspection of our company's cabs.

2635. You have had inspectors constantly coming to the yard; I do not know that they have always seen you, but they have seen your foreman or other people?—If a plate is loose on a cab it is reported to us that a plate is loose on that cab.

2636. Is it not a fact that there have been a great many visits paid to the yards by different inspectors?—For what purpose?

2637. For some purpose; seeing whether the cabs were in order or not; is it not a fact?—I have had an inspector come to report that a plate on a cab had been reported loose by the police, and if the police have noticed a horse working with a sore, that is reported to an inspector, and he comes and reports that.

2638. And he comes and looks at the horse, I suppose?—He will come and look at the horse; but it is not an inspection of the company's cabs, horses, and harness.

2639. What you mean is that there have been visits of inspectors to look at this particular cab or this particular horse, is that so?—That is so. When that matter was mentioned to me when I was last here I understood that general inspection ordered by Scotland Yard was meant, and that general inspection I have never had.

2640. But that there have been inspectors who have come to inspect this or that horse or this or that cab I understand is the case; is that true or not?—Trivial matters reported by the police to Scotland Yard; the inspectors come to see after these reports.

2641. As a fact the inspecters have regularly come to you?—They have.

2642. (*Mr. Whitmore.*) And then when they have come they have inspected a particular horse or a particular cab?—They inspected whatever was wrong; if there were a plate off a cab they would see that the plate was properly put on; there was no general inspection.

2643. (*Mr. John Burns.*) I gathered from you, Mr. Scott, when last you were here, that for general inspection of cabs, horses, harness, premises, and sanitary condition during the period you have been with the London Improved Cab Company—namely, nearly eight years—you had not had a single general inspection?—Not one.

2644. And that the visits paid by the inspectors to you have been rather more to your office about a specific trivial complaint than for a general inspection within their regulations?—They are visits paid to the superintendent of our carriage workshops.

2645-7. But in no case an inspection of the cabs, horses, premises, and plant?—No.

2648. How many of those inspections have there been, can you say?—It depends upon when they are necessary.

2649. They have been mainly since the dispute?—No, I cannot say that they have.

2650. (*Chairman.*) How many have there been, do you say?—Just so many as are necessary; it depends upon the reports sent in by the police to Scotland Yard; all these reports are sent on to the inspector of the district, and he attends to them.

2651. As to the sub-letting of cabs, have you anything to say upon that point?—I think that sub-letting of cabs is a distinct evasion of the Hackney Carriage Act.

2652. Can you give us any idea as to how much sub-letting of cabs takes place in London?—I have heard it variously stated, but I believe that I am within the mark when I say that there are a thousand cabs sub-let.

2653. By whom are those cabs sub-let and to whom?—Chiefly perhaps by a small cab builder, who goes about and attends repository sales and takes up really discarded cabs—cabs which the legitimate cab owner has done with; he picks them up for a mere bagatelle and he takes them down to his shop, has them done up and lets them out to whoever applies. That man I do not consider is a licensed proprietor in the usual sense of the word, because if the police were to go there to inspect his premises they would find no horses or harness, they would find he had no cab drivers' licences in his possession, although he has sent these cabs to Scotland Yard and he has taken out licences for them. Perhaps a laundry man comes down and he has two horses; he works them in his van for two or three days in the week, the other three days they would remain idle if he did not hire a cab in this way; he hires a cab and he lets it out to a driver. In the same way a small coal merchant has a day or two in the week when he can use his horse in a cab, and greengrocers and others. A cab driver who is really a bad character, whom no respectable proprietor would employ, if he still retains his licence can go and get a cab in this way; perhaps he can hire a horse and hire a cab, and in this way he can pursue his business on the streets.

2654. Chiefly, I understand, then, your objection to sub-letting is that it promotes the putting on the streets of bad cabs?—The worst cabs are those cabs which are sub-let; really the sub-let cabs are the refuse. The legitimate owner has done with them, and this man who sub-lets the cabs gets hold of them and does them up and lets them out.

2655. But apart from the bad quality of the cab, is there anything in your opinion objectionable in principle in a man letting a cab, we will say, to a person who wants to become the proprietor of it, instead of selling it outright?—Well, it is a divided responsibility; for instance, if the driver of that cab has an accident, who

is responsible? Is it the licensed proprietor or the middleman? The police have decided—at least I believe it has been decided—that it is the man who supplies the motive power who is responsible.

2656. Generally the man who chooses the driver, as a rule?—Well, he is not a licensed proprietor.

2657. But might it not be an advantage for some perfectly responsible men to be able to hire their cabs and then to drive them as proprietary private drivers; might it not be an advantage possibly to the men to be able to do that?—That is a different thing altogether; that is a direct hiring from the licensed proprietor to the man who is going to drive the cab.

2658. No, I beg your pardon, I did not make myself clear; might it not be an advantage for a driver who could drive a cab well to be able to hire a cab for so much a month, provide the horse himself, and then go and drive in the streets with it, provided the cab were in other respects a first-rate cab; might it not be an advantage for him?—It would be to him.

2659. And to the public, possibly too?—It might be.

2560. You mean you could see no objection?—I could see no objection to that.

2661. Your objection, then, is confined to the fact that sub-letting practically has produced a bad class of cab that does not exist otherwise?—That is my idea of it.

2662. (*Mr. John Burns.*) Do you contend that sub-letting can only exist on the basis of supplying bad cabs?—No, I do not think so, but at the present time it does exist on that basis.

2663. Can you suggest a system of sub-letting which would not have as the basis the direct ownership of horses and cabs?—No, I do not think I could.

2664. (*Mr. Lough.*) You said that when this sub-letting is going on, if an accident occurs and the police want to follow somebody, it has been decided that they must follow the person who supplies the motive power, that is the horse?—Yes.

2665. Can you tell me where that law is?—I do not know where it is, but I believe that has been decided; there are cases that could be cited to prove that, I believe.

2666. You cannot give the authority?—I have not got the authority.

2667. (*Chairman.*) Have you any opinion upon the limitation or non-limitation of cabs and drivers?—I am of opinion that the limitation of cabs and drivers should be ruled really by character and class.

2668. And efficiency?—And efficiency. That is, the character of the driver and the class and efficiency of the cab.

2669. Do you mean that every cab that came up to a certain standard of quality should be licensed, and every driver who came up to a certain standard of efficiency should also be licensed; that is your meaning, I understand?—Well, I mean the driver should be a man of good character, and that he should be able to drive well; that would be a very essential point, that his driving capabilities should be fully seen into, and that his general conduct should be satisfactory.

2670. And that there should be no what I might term an artificial limitation of the number?—I do not think that there should be any limitation to the number of really genuine drivers, men of good character.

2671. (*Mr. Whitmore.*) You mean whatever the number of capable and high-class drivers might be, and whatever the number of really good cabs might be, you would not limit their number because of population, because of any disproportion between that number and the population?—I should think both in drivers and in cabs they would find their own limit, the demand would limit them.

2672. (*Chairman.*) Are you of opinion that there are at present too many cabs on the London streets. We have heard that stated a great deal, but what is your opinion upon it?—I am of opinion that there are not too many good cabs on the London streets; there are too many when you add to the good cabs which really should ply for hire the inferior cabs.

2673. Do you think that if the standard of cabs were raised that the number would be diminished automatically?—I think so.

2674. I mean the good cabs would not come into existence to replace the bad ones that were rejected?—Not for some time, at any rate until the abolition really demanded the increased number.

2675. Have you any opinion about the fees that are charged on cab licences?—I consider that we pay far too much, the 2*l.* paid by the proprietor to Scotland Yard for the licence for a hackney carriage is far more than is required for the expenses of the department.

2676. But would you be in favour of reducing fees, then, to such sum as was reasonably required for the expenses of the department?—I think at the present time it is an unreasonable sum which is charged, because they run into such a tremendous surplus.

2677. But what I am asking you is, do you consider that such fees should be charged as would be sufficiently reasonable to cover the expenses of that department?—Yes. To cover all the expenses of that department.

2678. You have no knowledge, I presume, of the exact sum that is really expended by the department?—I should think something between 12,000*l.* and 13,000*l.* a year.

2679. And the amount realised by the cabs would be something like 22,000*l.* apparently.

2680-2. (*Mr. Whitmore.*) You do not think that the amount of the fee charged at present tends to discourage a poor class of proprietors from taking out a cab licence?—I do not think so.

2683. (*Mr. John Burns.*) Do you think that its diminution, say to the amount necessary to cover the expenses necessary for the department, would act as an incentive to more cabs being put on the streets?—It is a very small matter when you come to work out the average on a cab throughout the year.

2684. The difference between 9*d.* a week and 4*d.* a week would not add or diminish?—No, I do not think it would.

2685-6. (*Chairman.*) Still you put it rather as a matter of justice?—That is really what I should do.

2687. (*Mr. John Burns.*) In the event of those fees being abolished, who is likely to gain the advantage, the public in a better cab and the men and masters in slightly higher profit and better wages, or would it show itself in a better cab entirely?—I should think there would be a general advantage all round; you might be sure that the driver would have his portion out of it.

2688. (*Chairman.*) Now the law at present is that the proprietor may be summoned to appear and produce his driver in case of any complaint against any driver?—Yes, that is so.

2689. Have you any opinion upon that?—I think it bears very hardly on the proprietor that he should be compelled to attend a police court and produce the licence of the man for a trivial offence, such as loitering or overcharge.

2690. I should like to ask you, as a fact does the proprietor often have to attend?—If the proprietor does not attend he must send someone to represent him.

2691. And he does, as a fact, send somebody to represent him?—He does that always.

2692. Now I was going to ask who pays, does the magistrate ever order any costs to be paid to the person who attends by anybody?—Never.

2693. Not even where the complaint is dismissed as wrong? Suppose that a person wrongly brings a cabman up into court, and the proprietor has to come there or to send somebody there, does the magistrate not award costs to the person or proprietor who has so appeared?—It has never been done so far as I know.

2694. The costs generally given have been to the cabman himself?—To the cabman.

2695. There is another provision in the Act which I daresay you are aware of, and that is, if the money cannot be got out of the driver there is power to get it out of the proprietor; have you anything to say on that provision; are you aware of it?—I know of it.

2696. Have you anything to say as to that, as to the fairness or unfairness of it?—Is that in the case of an accident?

2697. Well it appears—I do not know if you know it that in fines inflicted on a cabman, if he does not pay that fine the fine may be inflicted on the proprietor?—Generally there is the option of the man going to gaol.

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2698. I am not speaking of the man going to gaol, but the fine itself may be levied on the proprietor?—I know that is so, but I cannot remember, at any rate, a case in which it was done.

2699. It is never done in fact?—I do not think so.

2700. I do not think it is ever done, but I was merely asking you whether you had any opinion as to its desirability?—It is merely as to trifling offences.

2701. Would you be in favour of or against it?—I would be against it, of course.

2702. Now, as to the liability of the proprietor for lost luggage; at present the proprietor is liable, is he not, to an unlimited extent for lost luggage?—Yes, he is.

2703. Have you anything to say as to that?—Well, we have thought that he should be put on the same footing as a carman contractor or a hotel proprietor; there is a fixed sum, I believe, in their case.

2704. Let us take that; do you know what the fixed sum is in the case, for instance, of a carman, a carrier?—I believe it is 10*l.*

2705. Well, yes, that is right, but the carman is bound to take goods of greater value than 10*l.* if they are declared beforehand; is not that so?—If there is a declaration signed.

2706. Otherwise not?—If there is no declaration his liability only amounts to 10*l.*

2707. You have mentioned an innkeeper; there the amount, I think, is 30*l.* if no declaration, and more still—an unlimited amount—if the goods are left at the office?—I cannot say for the innkeeper.

2708. It does not matter; these are illustrations rather. As regards railway companies, can you tell us what the rule is there?—For liability?

2709. Yes?—I believe they are liable to a fixed amount if no declaration has beeen made, just in the same way as the carrier.

2710. And you contend that cab proprietors ought to be subject to some similar regulations of that kind?—That is my opinion.

2711. Then you would, I suppose, require a fare if he were placing on a cab luggage worth more than 10*l.* to make a declaration—to tell the cabman so?—The cabman ought to be told, at any rate, that that was a specially valuable portmanteau or parcel or whatever it was, so that he might give it more attention.

2712. But still you would render the cabman and the proprietor respectively liable for valuable packages of more than the value of 10*l.*, but not unless special charge was given them regarding it?—I think it ought to be intimated that it was a specially valuable package.

2713. Now with regard to the railway companies, would you tell us your opinion—you need not describe it to us, we know it very well—but would you give us your opinion as to how the privileged cab system works, whether it is wrong or right, or what you think of it?—Well, in my opinion it is right.

2714. You approve of the railway companies, do you, charging the proprietors 2*d.* to 8*d.* per cab per day; that is what it comes to?—I do.

2715. (*Mr. Whitmore.*) On what ground?—Well, the railway companies have a responsibility to the passengers they carry; they are bringing people up from the country very often with very valuable property, and they want to have some security that those people will be conveyed to their destination by thoroughly respectable men, and I think in the privileged system, as it is at present worked, they have this security.

2716. (*Chairman.*) But could not a system of similar character be worked by giving a special privilege of entering a station to drivers who were men of specially good conduct, attaching the privilege of entering a station to the man and not to the cab, and as a reward of uniform good conduct, would not that secure the end you have in view?—You would have a register, I suppose, of those men?

2717. They would have a special badge, I presume; would not that possibly meet your view as well as the other? I am expressing no views, Mr. Scott, I am rather seeking to get yours?—The one thing there really is is the security for the safe conveyance of passengers and their luggage.

2718. But what security is attained? I should like you to explain to us what is the security attained?—Well, the privileged master must supply to the railway company the names and addresses of all the drivers who have these privileged cabs.

2719. One minute, if you do not mind taking it by degrees. Could not these names and addresses be also got from Scotland Yard just as well?—Certainly they could.

2720. Well, go on, please—the other points?—Well, then, those cabs are under the inspectors at the railway stations and so are the men.

2721. You think that that extra inspection at the railway stations gives extra security?—I do.

2722. Might not that inspection possibly be as efficient if all licensed cabs were allowed to enter?—I do not know how it would work.

2723. You think it would not work so well?—I think it would not work so satisfactorily.

2724. Would you still be for attaching the privilege of entering the station to the cab instead of the man?—To the man and to the cab as well.

2725. Oh, no. At present the privilege is attached to the cab, no matter who drives it in; let us be quite clear about that. I want to know whether you are in favour of attaching the privilege to the cab rather than to the driver, in the interests of the public?—I consider at the present time the privilege is attached to both.

2726. Very well now, we will test that; as a fact the privilege of entering a yard is granted to the owner, is it not, who possesses the cab?—That is so.

2727. And he may employ any man he likes to drive that cab into the yard, let that cab to any man that he pleases?—Well, I think you will find that these drivers who are driving out of stations have driven there for 20 or 30 years.

2728. (*Mr. Whitmore.*) As a matter of fact, do you, because the privilege is attached to a particular cab, assign to the driving of that cab a man whom you know to be of good character?—I do.

2729. (*Chairman.*) You can choose any driver you like to drive that cab?—We can.

2730. But you do, as a fact, generally take a man of better character, is that so?—Well, we take a privileged driver for that cab, that is, a man who drives out of a station. You must remember there are men who have driven out of stations all their lives; they are lost on the street, they can do nothing on the street; and again a man who has spent all his time driving on the street is nowhere on a station.

2731. Just let me understand that; is it so much more difficult to ply in a station, or is the work so different to plying in the street, that a man who is plying in the street could not do it equally well?—He could, but those first-class drivers on the streets would consider it beneath them to go into the station.

2732. Do you mean that the men who wait in the station do not earn as good wages?—I do not think that a man who waits in a station does earn as good wages as a first-class driver in the street with a good turn out, if he knows his way about.

2733–4. The system does not put the very best men in the trade in the stations?—No.

2735. (*Mr. Whitmore.*) Are they, these men who have for years driven from stations, are they as a class men of steady and quiet habits and respectable men?—They are men who have stood the test of years, and they are well known to the station authorities; every porter knows them, the inspectors know them.

2736. (*Mr. John Burns.*) Respectable and steady, but not brilliant?—That is so.

2737. (*Chairman.*) Then another advantage you would perhaps put down to the system is that by having particular cabs at particular stations the drivers get known thoroughly to the station authorities at the station, and therefore there is a greater security in case of lost luggage, is that so?—It is so; they really become part and parcel, you may say, of the station staff.

2738. Then again, it comes back, does it, to this, that it is more important that the driver should be a respectable man than that any particular cab should be privileged?—They will only have cabs of the very best quality.

2739. You think also the system secures a good class of cab at the railway station?—Certainly it does.

2740. And the railway station four-wheeled cabs, at all events, will be better as the result of the system than the four-wheeled cabs that we see about elsewhere?—That is so, a different class of cab altogether.

2741. Then there is this, I suppose, further, there may be this at all events further, that by the system of the railway companies contracting with responsible owners of cabs, in case of lost luggage there is a better chance of the person who loses the luggage getting a sound man to go against—to recover from? That merely occurs to me; I want your opinion upon that; if I am wrong, please tell me so?—I think that is so. Of course, the driver who leaves a station with luggage is back again within a reasonable time, within an hour or so, and if anything has gone wrong with luggage it can be looked into at once.

2742. Then you charge to the driver the extra sum that is payable to the railway company; that is under the new system, I think?—Mr. Asquith has given an award to that effect.

2743. (*Mr. Whitmore.*) May I just ask, as a matter of experience, do these railway cabs practically confine their work to going from the railway station; I mean, take a privileged cab, when it has made one journey from a railway station and deposited its fare at its destination, it does not loiter on the street and pick up a casual fare, but goes back to the railway station?—He ought to find his way back to the railway station, but if he finds a passenger on the way to the station he would take the passenger up, no doubt, and drive him.

2744. (*Chairman.*) I suppose you would have no objection, Mr. Scott, to the fees being abolished altogether; it is the system you approve of, not necessarily the charge; is that so?—That is to secure the privilege.

2745. But I mean, supposing that the privilege system remained the same, or on somewhat similar lines, as it exists now, there is no particular advantage to you, or the drivers, or the public, in the payment that is made to the railway company, or is there something that we have not, perhaps, heard?—There is an advantage to the proprietor, it really enables him to get hold of the best class of drivers, at least men of good character.

2746. The fact that he pays the railway company?—The fact that the privilege exists.

2747. I am speaking of the fact of the payment; although the system went on you would have no objection to the payment being abolished, if it could be done?—No, we would not object to that.

2748. Would you give us your views upon taxameters, please; are you acquainted with the tamaxeter?—I would prefer to have some practical experience of a taxameter before I said much about it.

2749. I am not going to ask you anything about the details of the manufacture of a taxameter, but I should like to ask you this: a taxameter might have two objects; one to show how many miles a cab has gone in the day, another one would be to tell how much the driver owed the proprietor, and a third to tell how much the fare owed the driver. There might be those three objects attained by the taxameter. Would you give us your views upon any or all of those, whether there would be an advantage in it; you have followed me, I think, have you not?—Any taxameter that I have had explained to me—I have only seen taxameters and heard explanations given—seems to depend entirely on the honesty of the driver for the correct working of the machine.

2750. Now, with your experience, do you think that—of course it would in a great many cases—but that it would work well in all cases? I am not impugning the honesty of men at all, but there are some persons with whom it would not work, I suppose?—In individual cases you might work a taxameter, or a man might select a few drivers and get on very well with it, but I should think for the great mass of drivers in London it would be very risky.

2751. (*Mr. John Burns.*) But would not a relatively rigid system of checking fares have a tendency to convert the positively dishonest man into a relatively honest one?—If you could guarantee that there would be no collusion between the passenger and the driver.

2752. Well, but that is not likely to happen; it does not happen to a great extent in omnibuses?—I think it is very likely to happen.

2753. It does not happen much on the omnibuses?—They have a system of inspection of omnibuses, but it is impossible to inspect a cab.

2754. Given the mechanical difficulties of the check overcome, do you see any substantial objection to it?—Not if we had honest men all round.

2755. (*Mr. Whitmore.*) And not if any amount of dishonesty could defeat the accuracy of the instrument?—It could be defeated by dishonesty and collusion.

2756. Yes, but supposing that was not so; supposing a machine could be invented which could prevent dishonesty from operating, then you would have no objection to it?—Certainly not.

2757. (*Mr. John Burns.*) You would prefer it?—Certainly.

2758. (*Chairman.*) Supposing we had a taxameter that did not pretend to show all these fares in this elaborate method at all, but was nothing more than an ordinary machine that is put on a bicycle at present, a pedometer—you are aware of those machines?—That is for registering distances.

2759. Simply for registering distances; not to be conclusive, but to be an assistance to the passenger in calculating the fare he had to pay; would that be any advantage, so that he would not be able to quote it, but look at it, and from that calculate in his mind what the fare was; would that be any assistance?—A machine attached to the cab independent of the driver?

2760. It would be independent of the driver?—It certainly would be of assistance to the passenger.

2761. As to the extension of radius, you are aware at present that the radius, of course, is four miles; have you any view as to that?—The radius at present is four miles as the crow flies. It is impossible to drive a cab in that direction, and it is found very often that before you reach the radius the man has to drive, I am told, five miles from Charing Cross.

2762. Yes, but what I am asking you is, would you leave the four-mile radius as it exists now, or would you extend it in any way?—I would have five miles of measured roadway, I should think.

2763. That would give rise to terrible disputes, would it not?—I do not think it would.

2764. I will suppose you have a certain point, and that there are two ways to it, one of which is five miles and 20 yards, and the other road is five mile only; which of those roads are you going to take?—The five-mile one.

2765. The shortest whatever it is?—The shortest whatever it is.

2766. Measured by a road?—Measured by a road.

2767. Supposing a new street were suddenly opened by the municipality that would cause a contant contraction and expansion of the fringe?—You must go from a certain point. I suppose you would take Charing Cross as a centre.

2768. I do take Charing Cross as a centre; suppose the County Council makes a new road, makes a shorter way, the five miles would get altered year by year; your distance of five miles from Charing Cross would be subject to fluctuations, would it not?—By the opening of a new street?

2769-70. Yes, because you measure by the nearest road; supposing suddenly a new bridge is made across the Thames, say, then your area would alter, would it not, your distance of five miles might alter?—It might do so.

2771. (*Mr. John Burns.*) Let us give you a clearer case, Mr. Scott, if I may. The Government will not allow cabs to go through Hyde Park; supposing Hyde Park were open to-morrow, that would save a mile and a quarter, in some cases two and a-half miles, every fare this side of Hyde Park; how would you have that distance measured?

2772. (*Chairman.*) Would not that alter the area?—It would.

2773. (*Mr. Lough.*) I think the witness has made a slight mistake; do you mean to tell the Committee that the fares now are measured as the crow flies?—No; the radius I was speaking about.

2774. Suppose Mr. Scott, that in going to the four-mile radius, a cab driver has to travel by the nearest road six miles, suppose that extreme case?—Yes.

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2775. What will he be able to charge—six miles—what will he be able to charge?—Three shillings.

2776–7. Therefore the fare is fixed by the streets, the distance the man travels along the streets?—The fare is fixed by that, but the radius is fixed as the crow flies; it is really the leg of a compass taken and drawn round a certain point.

2778. (*Mr. Whitmore.*) In the case Mr. Lough put to you, you would allow the cabman to charge for the last two miles according to the fare charged outside the four-mile radius?

2779. (*Mr. Lough.*) No, sir.

2780–1. (*Mr. John Burns.*) I gathered from Mr. Scott that if a cab travelled 10 miles within the radius with one fare, that every four miles travelled inside the radius should be on that basis.

2782. (*Chairman.*) I think what Mr. Scott means is this, that while the radius is four miles distance as the crow flies, he would take the irregularity produced by taking five miles from Charing Cross by the nearest road?—By the roadway.

2783. Therefore your area would be a slightly irregular one?—It would be an irregular circle.

2784. But not only irregular, but liable to slight fluctuation as streets were made?—It would be very slight, I think.

2785. It would be slight, but that is what would happen. Are you aware that there is a certain number of cab drivers that exist, men who drive their own cabs, just outside the four-mile circle in the suburbs?—I am.

2786. Is it not a fact that the interests of these men outside are divided into two classes, namely, that those whose business leads them to come into town, and ply for hire in the town, are in favour of an extension of the four-mile circle, whereas those who ply in the suburbs are in favour of retaining the present four mile circle; are you aware of that?—That is so.

2787. So that there is a conflict of opinion?—Regarding the radius.

2788. Produced by the difference in the mode of carrying on a trade?—That is so.

2789. And we should get different opinions, do you think, according to the different witnesses that we summoned, according as their trade was one or the other, as far as the advantage to them was concerned?—I should think so.

2790. Are you in favour of a reduction of fares?—I am not in favour of a general reduction of fares, but I think there should be an optional sixpenny fare within certain limits.

2791. Within the City, you mean, in business hours?—Within the City for anyone who might jump into a cab and say, "Drive me five or six hundred yards."

2792. Would you propose that any cab within those limits should have a power of exhibiting a special label, a conspicuous label, showing that it was adopting the sixpenny rate?

2793. (*Mr. Lough.*) What do you mean by the word "optional," you use the word optional sixpenny fare?—I mean it should be in the option of the driver.

2794. (*Chairman.*) How would he exhibit his choice to the public so that they would know before taking his cab?—He might have some indicators showing short distances 6*d*.

2795. And you would leave him to put that on at any time that he pleased, and for as long as he pleased?—I would leave it entirely in the hands of the driver—entirely; better that he should have a few sixpenny runs than none at all.

2796. You think that would work well?—It would help the driver.

2797. (*Mr. John Burns.*) And encourage cab riding?—And encourage cab riding.

2798. (*Chairman.*) We have had some evidence that as a trade the trade of cab driving has rather diminished of late years, owing to various causes; do you agree with that; I mean that the public do not spend so great an amount of money in cabs as they used to years ago; have you any view upon that?—I believe that is very generally the opinion.

2799. What is yours; have you any grounds for a different opinion?—I have no grounds for thinking that it is so, we have gone rather in the other direction.

2800. As far as your company are concerned, but speaking generally over the trade?—There is no doubt that the cheap busses, underground railway, and one thing and the other have educated people into another mode of travelling; I do not think there is the rush for cabs that there used to be.

2801. (*Mr. John Burns.*) But the small section of cab riders ride perhaps more now than ever they did, as the hansoms have improved; is not that so?—We always find that during the season, at any rate, cabs are as busy as they possibly can be.

2802. (*Mr. Whitmore.*) Have you any difficulty in getting good drivers yourself?—Not the slightest.

2802–4. (*Chairman.*) Well now, would you give us your views upon the inspection and treatment of horses?—The Hackney Carriage Act gives the police full power and authority to deal with all cases of cruelty and lameness seen on the streets. But bit by bit the Royal Society for the Prevention of Cruelty to Animals, seems to have superseded the police in this, and it is very rarely that you see a prosecution by the police for cruelty; it is generally brought up by the officers of the Royal Society for the Prevention of Cruelty to Animals.

2805. (*Mr. John Burns.*) Are you opposed to that, Mr. Scott?—That is a thing we are very much opposed to. We do not see why a charitable institution should really usurp the position of the police and act in this arbitrary way.

2806. (*Chairman.*) I should like to get from you now, if you would, the reasons why you do not like the operations of that charitable society, in what respect is that operation of a voluntary society less desirable than the operation of the more regular police; can you give us reasons?—Well, I think that a prosecution should be really conducted on proper lines; I have only had one or two cases myself, but in each of those cases I have felt the injustice of it very much.

2807. You mean the prosecution was not fairly conducted?—It was not a fair prosecution.

2808. You mean it was conducted with unfair rancour?—I do.

2809. That there was an animus?—You will see those officers of the Royal Society for the Prevention of Cruelty to Animals loafing about, and you will have a broken-down veterinary surgeon, some fellow who has no business really of his own who will loaf about with those fellows till he pounces upon a case. Then when he comes to a police court he has the usual string, he has it all off by rote what he repeats to the magistrate; a whole string of ailments that the horse has got, and you may take what veterinary surgeon you like to the police court then, the President of the Royal College of Veterinary Surgeons, as we have done, and he will be told that the other man's evidence is preferable to his, and you lose your case.

2810. (*Mr. Whitmore.*) And you think a police prosecution in the case of a cab offence is more likely to be fairly conducted than a prosecution undertaken for the Royal Society for the Prevention of Cruelty to Animals?—I believe that the authorities of Scotland Yard should have for every district a veterinary surgeon, a thoroughly qualified respectable man, and that when a policeman finds a horse that he considers lame or unfit to work, that horse should be taken direct to the veterinary surgeon, and if he recommends prosecution, if he finds that matters are all wrong, then I should think the proprietor would have every confidence.

2811. (*Chairman.*) There would hardly be a necessity in the state of affairs you have pointed out for one surgeon for every district; it should be possible to work with less even, if the police took the horse to the veterinary surgeon?—I think there ought to be a veterinary surgeon at any rate.

2812. (*Mr. Lough.*) You said just now, Mr. Scott, in the imaginary case you gave the chairman, that the evidence of a broken-down veterinary surgeon was preferred to the evidence of the President of the Royal College of Veterinary Surgeons?—I think you will see cases reported in the papers recently where several veterinary surgeons of the very highest ability were brought to prove that a certain horse was not suffering from what it was said to be suffering from, and their evidence was not permitted.

2813. The broken-down veterinary surgeon was preferred?—I believe so.

2814. What magistrate, what court was that in, can you tell me?—I think I could produce you the papers to show it.

2815. (*Mr. John Burns.*) Might I put this question to you? Do you consider, Mr. Scott, that the inspectors of a philanthropic society give those hostages to good conduct and impartiality that a qualified police inspector would who was liable to lose his pension, and to be disrated, in the event of him showing a prejudice against a certain proprietor?—I have not exactly caught your idea, Mr. Burns.

2816. That was not your fault; do you consider that the inspector of a voluntary philanthropic society—for that the Royal Society for the Prevention of Cruelty to Animals is—gives those hostages to good conduct and fairness and impartiality in the discharge of his duties, that a public inspector paid out of the rates would, who was subject for breach of good conduct to disrating, and if prejudice were shown in his duty, liable to lose his pension or to be dismissed?—I do not think he does.

2817. Do you think, generally, that the inspectors of this particular society possess that knowledge and general information in relation to horses that in your opinion a properly qualified inspector should have?—I do not think they do.

2818. Do you object to these inspectors on the ground that no society, however good its object, ought to assume and usurp the functions of either a municipality or a State department; that is one objection, is it?—That is one of my objections.

2819. And you think that the scheme of veterinary inspection that you sketched out would act better, both for horses and for masters, than the present system?—I am certain it would.

2820. Is it your experience that this Society is gradually gaining ground to the exclusion of the police?—Well, it did up to a certain point; but perhaps you are aware that there is a society started recently—the Horse Owners' Protection Association—which take this matter up with the Society for the Prevention of Cruelty to Animals with the result that——

2821. They have restricted their operations?—Well, they have had to do their duty.

2822. Generally, are the masters and men and police agreed about this point?—I do not know about the police.

2823. Are the masters and men agreed?—The masters and men are.

2824. Is it their opinion that sometimes these inspectors capriciously exercise their powers?—It is.

2825. And it is less with a view to finding out cases of bad horses than justifying their salary that they sometimes act; is that the impression?—Sometimes it is a feeling they have got towards a particular man, I think.

2826. And you think that both with regard to locality and persons these society inspectors are more susceptible and prejudiced than a properly constituted public official would be?—I think they are.

2827. (*Mr. Hopwood.*) They have a direct interest in obtaining convictions?—They have, and the veterinary surgeon is paid by results.

2828. (*Mr. John Burns.*) Would you apply to horses the same system of inspection that applies to weights and measures and adulteration, viz., by a local authority?—I would apply the system of inspection that the police have under the powers of the Act.

2829. (*Mr. Lough.*) In reply to the last remark you say the police have full powers of inspection?—They have.

2830. Do they use them?—They want stirring up a bit, I think.

2831. Do you judge by the way in which they use the powers, or by the nature of the powers in the book?—If they would carry out the powers as they are defined in the Act it would be quite enough.

2832. Do you think the police carry out the powers as defined in the Act?—They do not, because they find that another power has come in and superseded them.

2833. Now you have some opinion upon water-troughs, I think, as to their being a mode of spreading disease?—I believe they are a very fruitful source of spreading glanders.

2834. Do you allow your drivers to water the horses at troughs?—No, there is no necessity for watering the horses at the troughs, and we have a notice in all the yards that watering of horses at a trough is prohibited. If I find him watering a horse at a trough I suspend him, the second time he is dismissed.

2835. You consider it is so dangerous to the health of the horses?—I do.

2836. That is a very disreputable state of things, is it not, that the water-troughs provided for the use of cattle are positively dangerous?—Well, they are positively dangerous. I have seen a trough on the Embankment where a glandered horse was drinking, and I saw the discharge fall from the nostrils of that horse into that trough, and afterwards I saw four or five little children, one of whom was lifted up to drink water out of that trough where the glandered substance was floating about on the surface of the water.

2837. Would you tell us how many water-troughs there are in London; have you any knowledge of that, including the charitable ones, I mean?—I could not say; I have no knowledge.

2838. Do you know who has the inspection of those water troughs?—It would be the Association, I suppose; they are all put up by the Metropolitan Water Trough and Drinking Fountain Association.

2839. (*Mr. John Burns.*) Do you consider, from your general observation, that these troughs, from the point of view of cleanliness and order, are kept as well as they might be?—I do not think they are.

2840. And you think that they are insufficiently washed down and cleansed?—I do; I have repeatedly got off my trap when I have been going round just to examine a trough, especially if one of our own men has been watering a horse there. I have found down at one end of the trough there was just a whole mass of scum or discharge, it may be, from a horse's mouth and a horse's nose. A horse goes up and he certainly drinks that, and we know that there are some diseases which are more infectious than others.

2841. Considering that the Metropolitan Association for Troughs and Fountains are in a very low financial condition, as proved by Saturday's paper, would you be in favour of transferring the provision, not only of troughs and of all other methods of giving water to animals in the streets from a voluntary society to a local authority that now provides water for all other purposes?—I should think it would be much better.

2842. (*Mr. Hopwood.*) Would you apply the same suggestion to the shelters?—The cab shelters?

2843. Yes?—They are worked under a committee just now.

2844. They are in the hands of a private voluntary committee; would you be in favour of their transfer also?—I think they ought to be under proper control as well, because during this last strike we saw that a man who was not a union driver could not get a cup of coffee in a shelter.

2845. (*Mr. John Burns.*) Is that a fact?—That is a fact.

The witness withdrew.

Adjourned till Friday at 11 a.m.

SIXTH DAY.

Friday, 6th July 1894.

PRESENT:

MR. HENRY CUNYNGHAME (CHAIRMAN, PRESIDING).

Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

MR. FREDERICK WEBB called in and examined.

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2846. (*Chairman.*) You are the chief constable of Leeds?—That is so.

2847. Is Leeds a city as well as a county by Act?—Yes.

2848. I do not want to know any more details, but just this: The cabs are under the Watch Committee, are they, there?—They are under the Hackney Carriage Committee.

2849. There is a special committee, is there, for dealing with hansom cabs?—A special committee for both classes of cabs, hansoms and four-wheelers. Two of my officers are specially appointed hackney carriage inspecters.

2850. We are going to ask you about that presently. Now, first, will you tell us, please, are there separate licences for cabs and for drivers?—Yes.

2851. Will you first tell us what is the method adopted of procuring licences for cabs?—The cab owner sends into the Hackney Carriage Committee his application. The vehicle for which he applies for a hackney carriage licence is then inspected.

2852. As well as the horse?—As well as the horse by a veterinary surgeon, and then licensed.

2853-4. What are the fees paid for the licence?—Five shillings for the cab licence and half-a-crown for the driver's.

2855. (*Chairman.*) Little more than enough to pay for the plates which you provide?—That is so.

2856. How many horses on an average are there to a cab in Leeds?—Well, roughly speaking, there would be about two—I do not think more—for each cab.

2857. Is there any limitation as to the number of licences that are granted to cabs?—159 is the maximum. They will grant no more.

2858. (*Mr. Whitmore.*) How long has that been so?—Oh, for a great number of years. It was slightly less than that; it used to be 120

2859. (*Chairman.*) Will you tell us the population of Leeds?—367,000 in round figures.

2860. That is about one cab for every 2,000 of the inhabitants?—That is about it, sir.

2861. Are you aware that in London the proportion is one to 500 of the inhabitants, or thereabouts?—I am not exactly aware of that. I know they are more numerous, being a Londoner myself.

2862. Would you say that the conditions of life in London, so far as the requirement of cabs is concerned, are different, or the same as Leeds?—I should rather say they are different, sir, People do not fly to cabs in Leeds so much as they do in town.

2863. They are not so much used?—No, they are not so much used.

2864. Then people use tramways more in Leeds?—That is so, and busses.

2865. There is also an electrical tram service?—That is so on one road, one section.

2866. (*Mr. Whitmore.*) Do these cabs include hansoms as well as four-wheelers?—Oh, yes, both.

2867. What is the proportion of two-wheeled cabs?—The two-wheeled cabs are greatly in the minority, we have about 50 hansoms.

2868. In Leeds cabs are mainly used for taking luggage at railway stations?—That is so; people want them to go from one point to another with baggage.

2869. (*Chairman.*) Do you know any reason why this limitation of number was adopted?—It is a very old matter, it has been in force more than 20 years; but I believe the idea was to have better control over them, and likewise that they should not be clashing about in the streets as they used to be.

2870. As they used to be?—As they used to be before the limitation. Before the limitation they were clashing about so much, and were not under the proper supervision that they are now.

2871. Of course supervision is one thing, and inconvenience to the traffic is another. By a sufficient number of supervisions you might supervise, I presume, any number of cabs?—That is so.

2872. Apart from obstruction, I mean?—That is so.

2873. Do you remember the old days when there was an unlimited number?—Oh, no, I cannot do that.

2874. You are speaking from what you have heard?—From what has been reported to me.

2875. I might first ask as to fares. What are the regulations as to fares in Leeds, the prices?—Well, there is a fixed scale; it is in the bye-laws that I have put before you.

2876. (*Mr. Lough.*) One shilling per mile, 2*s.* 6*d.* per hour. That is in the return?—One shilling per mile, and 3*d.* each quarter of a mile after the first, 2*s.* 6*d.* per hour.

2877. (*Chairman.*) What is the area within which the cabs are compelled to drive in Leeds?—The greatest distance from point to point is nine miles.

2878. What is the greatest length that any cabman is obliged to drive in Leeds?—That would be the distance, sir; nine miles is the greatest; that would be from one side of the city to another.

2879. That is to say, four and a-half miles from a centre?—Four and a-half miles from a centre.

2880. So it is a radius of four and a-half miles?—Yes.

2881. (*Mr. Whitmore.*) Completing a circle?—Not completing a circle, because one way it is seven miles; it varies. Driving from one point to another, our greatest distance is nine miles.

2882. (*Chairman.*) Then within that nine miles you have nothing corresponding to our inner circle, have you? There is no similar area carved out of that nine mile?—No, I think not.

2883. Not corresponding to the four-mile radius in London, for instance?—No, I do not think so. Our biggest distance, take from side to side, is nine miles one way and seven miles another.

2884. (*Mr. Lough.*) That makes 16 miles?—Taking the different points. Taking one centre, it is three and a-half miles.

2885. You are speaking of the diameter in both cases?—Oh yes! the circumference is 38 miles.

2886. (*Chairman.*) Are you aware whether in Leeds there has been any demand for or talk about a reduced fare—sixpenny fares, for instance?—I have not heard of

anything, sir. I have been holding my office for four and a-half years at Leeds.

2887. There is no movement in that direction?—There is no movement in that direction.

2888–9. Do they in Leeds charge extra for luggage?—Yes, over a certain quantity, 1 cwt.

2890. Now, then, as to drivers; will you tell us, please, how drivers' licences are granted?—A driver sends in a written application with testimonials; those testimonials are tested as to authenticity, and then they appear personally before the committee. The testimonials set forth their character, their ability as drivers, and their knowledge of the district. There is no examination.

2891. You do not test the driving capacity yourself at all?—No, sir, there is no examination, no test.

2892. Is there any limitation in the number of drivers' licences?—No, I think not.

2893–4. I mean, do you ever refuse a driver who otherwise appears a fit man?—Not on the strength of numbers, sir.

2895. How many driver's licences have you?—I am not prepared to answer that, sir.

2896–7. You could answer that if we asked you to send up a return?—Oh, yes; anything that you please to ask I will send up.*

2898. Do a good many cabs come up every year—apply every year—and are refused?—Oh, no, sir; I think they have got thoroughly into the way, and unless it is to replace a cab they do not make applications for any new ones; I fancy it is so well known to them.

2899. So that the same man runs his business regularly on, you mean?—That is so.

2900. And it gets renewed, and renewed, and renewed?—That is so, and if one gives up the business somebody takes it over with the same stock.

2901–2. And if you have two applicants to take the place of anyone giving up business, how does the committee proceed to choose which to have?—The simplest way I could answer that question is to say that it is put to the vote of the committee. Beyond this I do not know how it is managed.

2903. The testimonials of the applicants are considered?—Oh, yes, sir—fitness.

2904. And have there been any complaints in Leeds of an insufficient number of cabs?—Not at all.

2905. Have you sufficient acquaintance with London to be able to tell us whether, as a rule, the cab drivers in Leeds are a better class, should you say, or a worse class, than those in London?—No. I should not like to say that there was any difference from my experience of London and Leeds.

2906. And now as regards the cabs—are they better, should you think, or worse; the four-wheelers I will take?—Our four-wheeled cabs are far superior to the London ones structurally, but the hansoms are not so light as the modern ones in London, principally I should think because Leeds is so hilly that it needs a strongly-built vehicle. So far as the cleanliness goes, ours are equal.

2907. Are yours built, as a general rule, specially for cabs, or are they old disused carriages?—Oh, I think they are built for cabs, unless some of the night ones; they turn some funny things out then occasionally.

2908–9. Could you tell us at all what are the usual hours of working a cab in Leeds?—That is a thing I shall have to write to you about. I could not give it you correctly.

2910. Roughly the average number of hours that a cab works in Leeds.—Yes, sir.*

2911. If there are differences, you will explain to us the differences?—Yes, sir.

2912–3. And would you also inform us whether there are particular night cabs or night drivers?—I believe there is no difference.

2914. Do you know how the cab drivers earn their money in Leeds? Is it like the London system?—No, they do not hire the cab; they are paid by wage.

2915. What is the wage a week?—That I cannot answer, sir.

2916. You will procure that for us, I daresay, the average wage?—Yes, sir.*

2917. Are there any complaints about the men not bringing home their money properly in Leeds?—I have never heard any, sir. I know of none whatever.

2918. How are offences by cab drivers dealt with in Leeds?—They are dealt with before the magistrates. Our committee has no power except by taking away a licence. Of course they would have power that way.

2919. They do occasionally take away licences, do they?—Yes, sir.

2920. Do they generally take the cab driver before the magistrate before taking away his licence, or do they sometimes consider the case themselves without its being before the magistrate?—It is entirely according to the merits of the case. If it is a man who is drunk, or a man who has charged excess fares, he is always taken before the court.

2921. But what cases would be taken before the committee without going to the court?—A minor matter, where the man was disobeying the orders of the hackney carriage inspector.

2922. Refusing to move on, you mean?—Yes, a minor matter.

2923. A selection is made, you think, according to the gravity of the offence?—That is so.

2924. Does a magistrate take away the licence, or is that done by the committee?—I do not think I have ever known the magistrate take away a licence; it is always done by the committee. In fact, the conviction generally carries it if it is of any seriousness at all.

2925. And then the committee deal with the offence upon the question of taking away the licence after the magistrate has dealt with the man?—That is so, sir; whatever offence is reported against a cabman and by whatever member of the force, a hackney carriage inspector is always present at the trial, and reports to the Hackney Carriage Committee, and likewise takes the driver before them.

2826. Can you give us an idea of the number of offences of cabmen in the course of the year that are brought before the magistrates and the committee?—I think I may safely say, sir, without any reference at all, not 20 in a year. We have very very few offences; I could give you the number positively, but I think I may very safely venture to say that.

2927. Well, that would be not as large as the London proportion then?—Oh, no, sir.

2928–9. Twenty small offences even out of 159—I must take more because there are more drivers—is rather a large proportion of offences, is it not?—I am giving you a maximum; if I referred to the books it might only be seven or eight a year.

2930. I daresay you can give us, perhaps, a return specifying the various offences, so that we can see whether they are big or small?—I can do that by Monday or Tuesday.*

2931. In your opinion, from your experience, are the drivers improving as a class in Leeds, the character of the men?—I believe so, sir; they seem a steady and civil lot.

2932. What laws are in force in Leeds against a man who refuses to pay his fare for a cab — first, if he does it through a bonâ fide dispute; secondly, if he does it with an attempt to cheat?—Well with regard to bilking I may say we have an immunity from that. I think in 4½ years I have only known of three cases that have been brought forward—men that have been actually summoned by the driver himself before the court.

2933. That is for bilking?—That is for bilking; for not paying the fare.

2934. Are there many cases of disputed fares—bonâ fide disputed fares?—I receive very few reports.

2935. Can you tell us what the state of the law is about that, if a man refuses to pay a cabman, bonâ fide, we will suppose: what is the cabman's remedy?—To summons his fare before the court; then he is ordered to pay the proper fare, the fine, and the costs, including the cabman's attendance. Sometimes a dis-

* *See* Appendix III. 11. 3.

* *See* Appendix III. 11. 3.

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puts as to a fare is settled amicably by the hackney carriage inspector.

2936. Can you tell us whether those sums for fare, costs, and compensation, are recoverable under the Summary Jurisdiction Act as a civil debt, or are they recoverable like a fine after an information?—The latter, I believe, sir; it is a criminal matter, I believe.

2937. You must understand it, they are both criminal matters; they are both before a magistrate?—Yes.

2938. You are aware that the Summary Jurisdiction Act, in operation in London, makes money recoverable by a cabman only recoverable as civil debt; it is recoverable before a magistrate, but there has to be a distress put in. Can you tell us, in Leeds, what that would be?—Distress would follow.

2939. Supposing it is shown that the fare was not possessed of money to pay or the power to pay, would he be imprisoned or not; he would not be under the Summary Jurisdiction Act?—The first thing would be the distress.

2940. If he cannot pay?—If he cannot pay, and there are no goods to distrain upon, he would be imprisoned.

2941. You are aware that is different from the law in London?—I am not, sir.

2942. Perhaps you can tell us under what Act of Parliament these proceedings are taken, so that we may verify that for ourselves?—I am afraid I cannot do that, because I do not frame these summonses myself; they are done by the magistrates' clerk.

2943. You would not be prepared to say that the Summary Jurisdiction Act and its provisions applied to such a case?—Not definitely.

2944. You will let us know about that?—Yes.

2945. Perhaps you would prefer to give us your answer after reflection in the case of bilking too, or would you tell us what can be done in the case of bilking?—Well, I do not remember a case in Leeds. I sit in the courts daily, and I do not remember a single instance.

2946. As to the law?—I would prefer to leave that with the other matters, and consult with the magistrates' clerk about it.

2947. There would be, I suppose, no power on the part of a cabman to arrest a fare by force if he did not pay?—Oh no, sir.

2948. At least, you are aware of none?—I am not aware of any; he would merely keep him in view until he saw a police officer, who would take his name and address. In our city we perhaps exceed our duties a little; if we have any doubt about the name and address given, we generally march them to the nearest police station and test it.

2949. Is there any provision in your Act making it an offence for a fare not to give his name and address?—There is nothing at all.

5950. You have no real powers?—No.

2951. Could you summon a man for not doing that, or for giving a false one?—We could not summon him for doing that; in some cases we have known them to be actually locked up until they have given it.

2952–3. That is what we mean, what powers are there?—As to the legality, I can only say when people actually refused to give their name and address, we have done that until we have satisfied ourselves through them or some one else that the name and address is correct.

2954. You will look this up, please, and tell us what you can about it?—Yes.*

2955. How often are public vehicles inspected?—The cabs twice a year, I think, by the committee, and by the hackney carriage inspector, who spends about three days in going round all the yards; he has a register, and goes once a month.

2956. Could you tell us, roughly, how many yards you think there are in Leeds?—Over 30, large and small, sir; some are very small.

2957–8. What staff is your inspection done with?—Only two permanent inspectors.

2959. (*Mr. Whitmore.*) Are they in the police force?—Yes, they are under me.

2960. (*Chairman.*) What class of men would they be, a simple sergeant or a simple constable?—They are generally selected after having done the traffic duty; the same as your pointsmen, your traffic men who, after regulating the traffic for a length of time, when a vacancy occurs are put on to do this duty; they know the drivers.

2961. Have these men any special qualification as being carriage builders or wheelwrights?—No, they have not.

2962. Do you get any professional assistance, of a veterinary surgeon, for instance, at the inspection of horses?—We have always a veterinary surgeon at the half-yearly inspection, and the yearly for the 'busses.

2963. Have the men who go round and inspect monthly any veterinary knowledge?—Only from general observation.

2964. Could they detect glanders, for instance, do you think?—I rather doubt it. They have a good deal to do with horses in a general way, but I should doubt whether they would be able to do that.

2965. Have you much glanders or horse disease in Leeds?—Very little indeed. We have 13 horses of our own connected with the establishment.

2966. (*Mr. Whitmore.*) You have 13 mounted police?—Mounted and fire brigade.

2967. (*Chairman.*) Are there public water troughs in Leeds?—Yes.

2968. How about the healthiness of those? Are they ever complained of as a means of spreading glanders?—I have not heard them complained of. Of course I have my ideas, as well as other people, about them.

2969. What are your ideas?—Well, that it is not a healthy thing; that it is not a proper thing.

2970. How would you water horses, then?—By buckets and taps, with the water running.

2971. You think that a horse trough is a mistake altogether?—Is unwholesome, certainly I do, and I have been among horses all my life.

2972. Do you suggest, then, that a small sort of permanent trough should be fixed so that the water should run in?—So that each horse would have fresh water and a clean vessel.

2973. You think the rough rinsing out of the vessel would be sufficient to prevent glanders?—It would be a great improvement on the trough, where so many drink from the same vessel or same water.

2974–5. How many stands are there in Leeds?—Forty.*

2976. That would be 40 for 159 cabs?—Yes.

2977. So that there is much more standing room in Leeds than there are cabs to fill it?—Yes. You see there is such a large area; in some places there are two cabs.

2978. With the small number of cabs you have mentioned, that would naturally be so?—Yes, sir.

2979. Is it an offence to ply for hire except on a stand in Leeds?—Loitering, of course, if that is what you mean, is an offence.

2980. Otherwise a man might take up a fare?—On going to the rank.

2981. Then you have not many cases of obstruction in the streets by cabs, have you?—Very few indeed.

2982. Are there any cab shelters in Leeds?—There are.

2983–4. By whom are those provided?—Philanthropists.

2985. How many of those shelters are there?—That likewise I have put in in writing.

2976. Are there as many as half-a-dozen?—Oh, yes, there would be that.

2987–93. There are no intoxicants supplied in them, I suppose?—Oh no, sir.

2994. How are the shelters managed; who supplies the refreshments at the shelters?—The men themselves, sir.

* *See* Appendix III. II. 3.

* *See* Appendix III. II. 3.

2995. Some one man, I suppose, deputed by the others?—I do not think so; I think every man looks after himself, so far as I know.

2996. From whom in the shelters do the men buy the food; who sells it?—They do not buy it at all, sir; the wives take it to them, or the children, or they take it themselves, some of them.

2997. Then there is no real providing of food there; the shelters are only places of refuge?—That is all, sir.

2998. So that they might bring beer into the shelters if they pleased?—Oh yes, we have no law to prevent that, although I have not heard of such a thing being done.

2999. I think the cabs are divided, are they not, into three sections?—That is so.

3000. A, B, and C cabs?—That is so.

3001. What do you mean by that division; how is it arranged?—The A division are all lettered A, the B division B, and the C division C, and if we have any cause of complaint or any complaint made to us—maybe by a stranger who does not know the cab at all—we simply ask where that cab was located, where it was taken from, and we know by its section what stand it was upon. It would not matter if it was 10 years back, we could tell. The A division takes a stand one day, and another stand another day, so that it works round.

3002. There are particular stands for particular cabs are there?—Every cab takes every stand in its turn, but each section takes a certain district of Leeds on a certain day.

3003. Geographically, Leeds is divided into three sections?—That is so.

3004. 1, 2, and 3?—That is so.

3005. Then A, B, and C cabs go round amongst those?—That is so.

3006. Supposing there is more than the number of cabs that can be accommodated desirous of going to a particular stand, what is done?—In the sections?

3007. Yes?—We will take the "A" section. If a cab moves off from one stand and is taken away, another cab will go from a supplementary stand and fill up that one rank, and so they will go on in that section.

3008. Early in the morning it is first come first served?—First come first served in the morning.

3009. (*Mr. Whitmore.*) But each cab must in turn ply in a certain section in Leeds, geographically?—Oh yes, that is so, in the railway stations and everywhere.

3010. Is your object by that to secure that no cabs should be used entirely in one portion of the city?—It is done for two purposes; first of all, fairness to the men, and secondly, better control, because people do not know these cabmen probably, do not notice their numbers, and we can get at them quickly by this system.

3011. (*Chairman.*) That system runs through the seven days of the week?—Yes.

3012. So that by the ratio of seven to three there is a rotation?—Yes.

3013. One man does not get a fixed day of the week; he takes his rotation?—Oh no, and they work it among themselves; we have never any difficulty at all.

3014. (*Mr. Lough.*) With regard to that A B C arrangement, does any inconvenience arise owing to some of the stands in section 2 being a long distance from the stables, say, of the "A" class of cab?—The proprietors raise no difficulty at all, sir, so that I do not know of any.

3015. You see my point?—Oh yes.

3016–7. Your borough is nine miles across?—Yes, but then you will perhaps understand, sir, we have no cab ranks actually a long way out. There are little yards where they keep two or three cabs, as there might be in an outskirt of London. There are no actual cab ranks outside the centre.

3018–9. Are those small cabs out in the suburbs that you have spoken of licensed?—No, they do not ply for hire.

3020. To come to the railway system, is there any privilege system at the railways?—None at all; that is in the section business; they take their turn.

3021. I see that you have three railway stations, and they are all included in section 2?—Four, but three are really one joint station.

3022. The three classes A, B, and C come in their turns in there?—That is so.

3023. And no cab or proprietor has any privilege over the other?—Oh no, not at all.

3024. And has the municipality authority over the cabs in the railway yard just the same as on the street?—Exactly the same.

3025. In short, you treat the railway yards as you would a street standing?—Exactly.

3026. Is the point of the railway yard being private property ever raised?—I think not. I think the railway companies seem to think it is to their benefit that they should be under the police.

3027. And the municipality exercise just the same control in the yards of the railway as anywhere else?—Exactly.

3028–30. I think about bilking, if I may say so, you are not quite clear. You said, did you not, there was no law empowering a cabman to give a fare into custody?—I think I rather asked to be excused from giving a definite answer to it. Probably in a bilking case that was so, sir; I have no experience.

3031. As matter of fact, the practice is that a man may be given into custody if there is any reason to suspect the address he gives. In short, he may be brought to the police station until the police are satisfied with his name and address?—That is so. I do not want to commit myself for illegalities that we may carry out in Leeds; but there are many things, as you are well aware, in police matters, in which we are bound to use a certain amount of discretion, and trust to what may follow.

3032. If a man drove to the railway station, and refused to pay the cabman, and then went and was going into the train, would you stop him?—Oh, undoubtedly we should.

3033. That is a case of arresting a man who does not pay his fare that we have not got in London?—Yes.

3034. (*Mr. Whitmore.*) Is it in any Act—any special law in Leeds?—Not any special law; it is matter of fact or act.

3035. (*Mr. Lough.*) Did you say how many shelters there were?—It is in the book. I will not venture to answer positively.

3036. You said that, as far as you could observe, that there was little difference in the character of the men between London and Leeds?—There is very little, so far as my experience goes.

3037. But have you any evidence as to the London men officially?—Only as a fare.

3038–9. But no official experience?—Oh, not official. I am a townsman myself, and I am often with them.

3040. But you do not know anything about the number of cases in London, for instance, which are dealt with?—No, I know nothing, except what I read of.

3041. You said that the reason the licences were limited was because the nuisance existed in the olden times of too many being on the streets?—Well, you see it is 20 years ago, and I can only say what I am told. I cannot speak positively as to that, but I do know this, that both the drivers and the owners are very pleased indeed with the limitation.

3042. Could you tell us anything, even that you were told, about the nuisance that existed before 20 years ago?—Yes; when there were so many cabs, and, of course, population even less than now, these fellows were loitering a good deal more than they do now, and there was not the same control over them that there is now. I do not know whether the laws have been made more stringent since.

3043. And the system of limitation is perfectly satisfactory?—Perfectly satisfactory both to the owner and driver.

3044. The population of Leeds sounds very large to us, 367,000, for so small a number of cabs, but I suppose it is mainly a manufacturing population?—That is so.

3045. The great bulk are manufacturers in the outside, and workpeople who do not take cabs?—That is so. Then, the great number of the better-class people

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reside out of town, and have their season tickets; their contract tickets by rail.

3046. (*Mr. Whitmore.*) Is the population of Leeds increasing?—Oh, yes.

3047. I want to ask you—it is a hypothetical question—but, supposing it increased appreciably in the next 10 years, do you suppose that the corporation would increase the number of licences?—I do not think so, because we find that the number already existing is more than sufficient for what is required.

3048. (*Mr. Lough.*) Then you do not think the present system is based on an attempt to proportion the number of licences to the population?—Oh no, sir. I think they are simply licensing what they think are really perfectly sufficient for the requirements, that is all.

3049. But they did increase the number lately, you told us?—Yes, it was increased some time ago;* that was before my time in Leeds; it used to be 120.

3050. That would be owing to the growth of the city?—I do not know whether it was that the people were getting richer, and taking cabs instead of omnibusses.

3051. But if the population increased, you would consider——?—It is very possible we should wait and see; the population has considerably increased since the last census was taken.

3052. (*Mr. Whitmore.*) And that increase has not tempted you to increase the number of licenses?—No, they have not been increased since the last census.

3053. Are any of the cab drivers owners of the cabs they drive?—In some few cases, certainly.

3054. They are not uncommon?—No.

3055. Do you look upon them as a superior class?—Not more than as the struggling man who drives one cab, perhaps, or a couple of cabs.

3056. (*Chairman.*) You do not know anything about taxameters, do you?—No, only what I have seen and read about them.

* *See* Appendix III. II. 3.

The witness withdrew.

Mr. James Scott re-called and further examined.

Mr. J. Scott.

3057. (*Chairman.*) I think last time we got down as far as water troughs. You told us your views on water troughs?—Yes, sir.

3058. Would you tell us whether you think the number of standings for cabs in London sufficient or not?—I do not consider that they are sufficient.

3059. Do you think that there might be with advantage more small stands or more large stands?—Well, I would advocate the formation of small ranks, to accommodate perhaps two, three, or four cabs—plenty of them.

3060. You think the large long ranks, where they have, perhaps, 20 cabs of a row, are not a good thing?—Well, they are placed in out-of-the-way places, and we want the ranks really where the work is, in public places, where people want cabs.

3061. Now, for instance, could you indicate to us some place in the locality, we will suppose between Trafalgar Square and Temple Bar, where cab stands might be placed which do not exist? I am purposely taking a rather crowded part of the city first?—I do not know that I am sufficiently familiar with the existing stands there to indicate where I would place a rank, but I should think wherever you could get advantageously in a crowded part standing for one or two or three cabs, not a lot of cabs, but two or three, there there should be a rank.

3062. I have heard it said, Mr. Scott, by one driver, that the very best class of hansoms, with india-rubber tyres, do not go to stands at all, but take up their fares when they are themselves going along the streets; what do you think with regard to that?—That is so, and it is to obviate that that I would have those small ranks in those crowded parts.

3063. Then it is true that rather the inferior class of cabs and hansoms at present go to stands?—The cheap cab you will always find at a stand. If you were to go about the Embankment, and just take a look at the cabs that stand round there—Northumberland Avenue—you will find they are all cabs of very inferior type, not the cab that you see on the street.

3064. But we have been informed that men with the best class of hansoms with india-rubber tyres would consider it a waste of time to go to a stand, and would not go to a stand even if any number were provided?—I do not think so. I believe if those small ranks I would propose were placed really in public places, where cabs are wanted, that you would find that class of cab would go there at once.

3065. The reason being, I presume, that a man would not have to wait so long as he might have to wait where there was a larger stand?—That is so; if there was a rank where work exists, you would always find those stands filled.

3066. To carry out practically your views you would find it rather difficult to indicate to us where the stands could be placed, we will suppose between Westminster and Charing Cross, up to the Strand on the one side, in the crowded part, and the way towards Hyde Park on the other?—I do not know that there would be a difficulty; there can be shelters erected at different points in crowded thoroughfares, and alongside those shelters standing for cabs, perhaps two or three.

3067. You think it would be possible?—I think it would be, and I think it would be a great help to the traffic, because having those stands and the shelters there would obviate the clashing of traffic that we sometimes see.

3068. You think the question ought to be inquired into, and if it could be done it would be a benefit?—I am sure it would be.

3069. To the public and also to the cab drivers themselves?—I believe it would.

3070. In your experience is there a good deal of standing about at public-houses by cabs; I mean do they frequently take up their stand at a public-house while the man goes into the public-house to refresh himself?—You can always depend on finding a cab at a public-house door, I should think.

3071. Would that be from want of stands?—Very often a passenger takes a cabman in to treat him.

3072. You do find, as matter of fact, a good many cabs outside public-houses?—Well they are more often found there than you will find them in front of a grocer's shop.

3073. Now, as to drivers' licences; I think you suggest that more should be entered on a driver's licence than exists already?—I think so; the driver's licence, I consider, should really be the man's character.

3074. But would you give the proprietors a right to make entries on the drivers' licences?—I think that, in addition to the ruling we have there, there should be another column, "cause of leaving."

3075. (*Mr. Whitmore.*) Leaving his situation?—Leaving his situation.

3077. (*Chairman.*) You would only have the "cause of leaving" on the licence; you would not have constant entries by the proprietor while he was in the employ of the proprietor?—Oh, dear no; if a man's character were so bad, he should get rid of him, but if he kept still employing that man, I do not see why he should be writing up a bad record against the man so long as he was in his employ; but if a man left, and really refused to pay his day's money, I think there should be an entry to that effect—that he left without paying, or if he was the worse for drink, and perhaps lamed a horse or broke up a cab, I should think that should be put down. No proprietor could put anything in the column but what was actually the fact, otherwise he would be liable.

3078. Why?—Well, he would be pulled up for it.

3079. Before whom?—Before the magistrate.

3080. What for?—For libel.

3081. But would there not be a defence of privilege there?—I do not see how there could be.

3082. We will not go into that legal question. It appears to me there would be the clearest defence I ever saw, except for malice?—Well, it would show malice, I think, if he put anything there that was not true.

3083. I do not know; would it not be like the character given by a master to a servant? If a master put down something bonâ fide, which is even untrue, he cannot be punished in any way.—But if a man had stated that a man had left him without paying his last day's work, that could be inquired into whether it was true or not.

3084. True, but it would depend on whether the person putting it down had done so maliciously or not?—As it is, a proprietor has no means of finding out what character a man he is going to employ has. He has a sheet, in which there is the last proprietor's name, the date when he entered his service, the date when he left it, but nothing further.

3085. And each sheet is clean for the year; each sheet is only a sheet for the current year?—For the current year.

3086. Now, do you think that where a man has been convicted before a magistrate the offences of past years ought to stand as well as those of the current year?—Not all past years. I do not see why all a man's previous record should be held over his head, but I think there should be something which should be continuous, and that a licence should not be handed in and the man get a clear sheet every 12 months.

3087. He should not do that?—I do not think so. I think that the licence might be made continuous, and instead of the man handing in his licence he could go down to Scotland Yard and get it stamped.

3088. Then you are apparently in favour of having the past offences of years gone by appearing on licences?—That would only be for a limited period.

3089. For three years or so?—Two years or so; I think they should always know the previous year's record, at any rate.

3090. Are you aware that in the evidence given before the Labour Commission, I think, some of the cabmen themselves said that the clean sheet system was hardly fair, as it puts a man who had led a very good life for 15 years in the same category with a man who had not?—I think it is hardly fair, because a man may have been convicted of drunkenness or furious driving, or some other offence, and that man at the beginning of his licence starts on the very same basis (so far as a proprietor is concerned) with a man that has perhaps for 15 or 20 years never committed an offence. Of course they have got it all recorded at Scotland Yard.

3091. But you would not have any entry made by the proprietor on the licence further than the cause of leaving?—I do not think so. I do not think it is necessary.

3092. And you would in some way make the proprietor responsible for the reasonable accuracy of the statements?—There ought to be some protection of the driver. Of course it would be an absurd thing if a proprietor could put anything down there without being called in question for it or punished for it if it were wrong.

3093. You think that where an entry of that kind was made the man ought to have an opportunity of saying it was wrong, or erroneous, or malicious?—I think for any entry put there which was not accurate, the proprietor should be liable to a very heavy penalty, which would secure accuracy. All that is wanted is to get the character of the man you are employing.

3094. Are you in favour of more than one class of cab; I mean would you have something like a cheaper cab and a better cab?—I do not think that would possibly work; I think it would only lead to confusion.

3095. Even if they were painted in distinctive colours?—I think so.

3096. I think you gave us your view about sixpenny fares last time?—I did, sir, when I was here before.

3097. Now, in your experience what is the daily percentage of cabs not in use?—Well, I have always found this, that when horses and cabs, harness, &c., are maintained in an efficient state, that you will never have any cabs at home; they will always be in use. It is with the inferior cab where the difficulty comes in. In our own company, during the months of April, May, June, and July, the height of the season, we never have a cab left at home. Even when we take into account foggy days and inclement weather, our per-centage of cabs at home throughout the 12 months does not average more than 2 per cent.

3098. And you have told us, I think—do you adhere to that opinion—that about nine-tenths of the present number of cabs would be sufficient for the metropolis if the bad ones were weeded out?—I do not think I said that; I said that I thought about 7½ per per cent. of the present cabs needed weeding out, but that I would have no check on the good cabs that would be put on the street.

3099. And you think others better would come in the place of those that were so weeded out?—I believe so.

3100. (*Mr. Lough.*) You said 7½, but you gave a different number, Mr. Scott; you said that 1,500 cabs were on the street that should not be on it?—How many cabs are licensed altogether this year?

3101. Eleven thousand, and 1,500 is 15 per cent. of that, is it not?—Hardly.

3102. Well, it is 15 per cent. of 10,000, so it would be about 14 or 13½. I will put it this way—do you stick to the number, that there are 1,500 cabs on the street which should be removed, if there was efficient inspection?—I think I said this, that the cabs which are sublet would number something about 1,000; I have not seen my evidence.

3103. No, it was on a different point; I was going to ask a question upon that. You did say that about 1,000 cabs were sublet?—Those cabs, I said, were the inferior cabs, which ought to be out of the road. I do not think I would be very far out if I said 1,500, at any rate.

3104. I think it is perfectly right; I only wanted to get it, because 7½ is a different per-centage?—Yes.

3105. You say you are against different classes of cabs; have you ever seen anything of the working in a city where there are two classes?—No, I have not; but I know pretty well what it means in London at the present time.

3106. There are not two authorised different classes in London?—There are not two authorised classes, but cabmen class the cabs themselves, and the public class the cabs.

3107. (*Mr. Whitmore.*) You say you know what it means in London; are you now explaining that?—I know what classing of cabs means in London amongst the drivers.

3108. Would you explain what it does mean?—The driver of an inferior cab stands a tremendous amount of chaff from his fellow drivers; and if there were two classes of cabs in London it would lead to a very great amount of that, I am sure.

3109. (*Mr. Lough.*) Can you give us any other difference between them; does a driver pay less for a bad cab than a good one?—He does.

3110. How much less does he pay?—I cannot say, because we have not a bad cab in our establishment.

3111. But you know something of the trade outside your own establishment?—I try to stick to my own business as far as possible; I do not interfere with other people's.

3112. But you do know he pays less for a bad cab than a good one?—I believe that he does; he would be a very foolish man if he did otherwise.

3113. Do you think that it is fair if he, having taken out a bad cab, and paid less for it, should be able to charge the public the same fare as your men can for your cab?—I think it is quite fair.

3114. You think it is quite fair?—I think it is quite fair. The public are quite as discriminating as the cab driver. If a cab driver thinks he is getting a benefit by getting a cheaper cab, he will find he loses all that benefit by losing custom, because the cab rider always looks out for the best property.

3115. Old ladies, who do not ride very often, are they skilled in that as clever people in the city?—They are not in the majority, I think.

3116. Well, but even minorities must be considered a little, must they not?—Certainly.

3117. Do you not think that it is rather hard that an old lady should have to take one of those cabs, which are hired out by the driver at a very cheap rate, and yet pay the same fare as for using one of your excellent hansoms?—I do not see how otherwise it would pay the man; I do not see how he could make a living unless he had the present fares.

3118. I do not go into that; you admit that he pays less for it?—He does pay less for it.

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3119. Would it not be fair, then, that he should charge less for it?—Well, it cuts both ways, because the man cannot get so much custom.

3120. Surely, if he gets a cab for 25 per cent. less than they get one for, it is hardly fair for him to charge the same price as your man charges; however, I do not want to press you, if you think it is quite fair?—I think it is quite fair, because it balances itself later on, when the man is at work.

3121. You have never studied the cab system in Berlin; they have two classes of cabs there?—I have had no opportunity.

3122. You are not aware that they work satisfactorily there to the men and the public?—I am not aware of it.

3123. You were asked a moment ago about the per-centage of cabs not in use, and you said that so far as you were concerned you had only 2 per cent. the year round not engaged?—I think that is about our average.

3124. Does that include when you are painting and repairing the cabs?—I do not know that our system is like other people's; supposing we have 300 cabs working——

3125. You have got exactly 281 licences; we have got that return, so that you had better deal with the actual figures?—Supposing we had 281 licences; there is always a proportion of cabs, say about 30, going through the workshops. That means that our stock of cabs actually, I think, is 323, though our licensed cabs number 281, and as a licence falls out, and the cab goes to the workshop for repairs or overhaul, we have always another cab that is through the workshop ready to take that cab's place, so that we never stop our licensed cabs; the licensed cabs are always at work, but there is always a per-centage of cabs laid up for repair, and overhauling, and painting.

3126. Well then, your answer now is that there is a much larger per-centage than 2 per cent., only that through the excellent management of your business you arrange that those cabs that are being painted or repaired are not the licensed cabs?—The excellent management of our business does not effect that at all. Other proprietors will do the very same thing. There is no reason why a man should allow his licence to run on during the time a cab is in the workshop; it may be in for three weeks or a month.

3127. Then you think it is a regular system that cabs are not laid up for repairs or painting or any other reason during the existence of the licence?—It may be in some instances, not in ours. I know some other firms that adopt our system.

3128. Do you think that your system is adopted by the small proprietors?—Well, they could always find a cab somewhere; it may be a sublet cab, I could not say.

3129. You know that 4,000 of the cabs are owned by proprietors of four and under?—Yes.

3130. Then my question is, do you suppose that they also have alternate cabs which are repaired and painted outside the period of the licences?—With a man that has only four cabs, he perhaps would take a month or two or three weeks in the dead season, August or September, and have his cabs done up then.

3131. Then he would have them done up within the period of the licence?—I should think he would.

3132. Including those, and including repairs, what per-centage of the whole body of cabs do you think would not be in use?—I do not think it will touch 10 per cent.

3133. You do not think it will be more than 10 per cent.?—I do not think so.

3134. I wanted to ask a question or two about drivers; you have had plenty of experience of drivers?—I have had a good deal.

3135. What sort of fellows do you find them?—I think they are first-class fellows as long as you rub them the right way.

3136-7. (*Mr. Lough.*) Do you find them honest?—I believe they are a very honest class of men. I have never once in my experience in London had a case of dishonesty that could be proved with our men. On the other hand, I have had a great many cases where men have been very handsomely rewarded for their honesty.

3138. Do you find them sober?—I should think that one-third of our men are teetotalers.

3139. You are aware that Mr. Burns thinks that one-third of all the cab drivers in London are teetotalers—did you ever hear him say so?—No, I have not heard him say so; but there are temperance societies which will prove, I should think, that one-third are members of temperance societies; whether they are teetotallers or not, that is a different thing.

3140. But, at any rate, so far as your experience goes, it is the fact that one-third of the men are teetotalers?—In our yards, I believe we have fully one-third.

3141. You said that other particulars ought to be marked on the licences besides what is now marked. I want to ask you this question: do you think that the number of days that a man works in the year should be marked on the licence?—I do.

3142. (*Mr. Whitmore.*) Who would keep a record of that?—The proprietor. Of course a man may miss a day in the week, and I would never think of counting that as though a man was not working.

3143. (*Mr. Lough.*) But you would mark the number of days he worked in the year; that could be discounted at the end of the year, could it not?—There are men who have different days of working. Some men will go out for a long day, and only work four and a half or five days a week.

3144. That would be a good average on the year?—It should show a good average. What I meant was that if a man were to absent himself from his work for a fortnight, three weeks, or a month, without any reason for it, and then come back, that should be entered on his licence.

3145. But do you wish to qualify your answer that the number of days a man works in the whole 12 months should be marked upon his licence?—I would qualify it in this way, that I would not certify as to him being in the employment if there was a broken period of a week or over, but anything under a week I should think would ——

3146. Do you not think it might be left, in considering this amount, to make allowance for the four days a week? For instance, four days a week would be two hundred days in the year, and might it not be recognised that 200 days in the year was a very fair service, or 250?—That is fair, I think, if you take it in that way. But some men might be absent for three months, and still you would have about 200 days left if he worked pretty regularly through the other period.

3147. (*Mr. Whitmore.*) The value of the day's work depends somewhat on the amount of hours which it really comprises?—It does.

3148. I mean the mere record of so many days' work might mean a much larger number of hours worked in one case than another?—It would; for instance, in our own company we have men who work, perhaps, four and a half days, but those are always long-day men, who will be putting in 16 hours. Other men will work five days, and they will only work 12 hours; they will never go beyond that.

3149. (*Mr. Lough.*) I think I will ask a question that will enable you to give the answer you want. Would you be in favour of marking on the licence how many days each man works in each of the 52 weeks of the year?—It would be a very laborious job.

3150. Well, there is no other way of getting at your point?—I think there is.

3151. How would you do it?—What I mean is this. If a man absents himself from work for more than a week ——

3152. Well, then it would be shown he worked no days in that week?—It would be shown that for the period from —— to —— that man was not at his employment. But if you are going to deal with a single day in a single week, I think that it would be ——

3153. I did not say a single day. But you think it would be too much trouble to mark how many days he worked in each week?—I think so.

3154. Well, then, would you take the months. I will ask you distinctly—would you approve of marking on each licence how many days a man worked a month?—I would approve of marking the days that he was absent from duty beyond a week.

3155. And in addition to that you would mark the number of days that he worked in the year?—It would lead to a lot of bother.

3156. Well, according to your answer now, Mr. Scott, if the man worked only one day in each week, there would be no mark on his licence at all; you would not like that, would you?—He would not stay in the employment.

3157. I am taking an extreme case in order that we may get to a practical step. If the man worked only one day in each week there would be no mark on his licence at all. That would not be satisfactory, would it?—It would not.

3158. You would like to know how many days he worked or did not work each week, would you, suppose you were to employ him?—I could not conceive such a case. No man will ever keep himself alive working one day a week.

3159. I am not asking that. You want the number of days he worked or did not work in some period?—No, we do not want to know that so much as what becomes of a man during a certain period of the year. We know there are drivers who only drive a cab a certain period of the year, and we want to know how long that man continues to drive a cab.

3160. Well, I will leave the point then. You said you would also like them to mark on the licence the cause of the man leaving his employment?—I think there ought to be a column for that.

3161. Is that system adopted now?—Not that I am aware of.

3162. Did you ever hear of what is called chair-marking?—I have heard of it.

3163. What is chair-marking?—I have never inquired. I have heard it said that instead of writing, say, the "26th" of May, you would put "twenty-sixth," or something of that sort. But we never have had a case of that in our company.

3164. (*Mr. Whitmore.*) I do not understand the answer?—For instance, I believe that when a man's licence is filled up, if he has been in your employment from the 26th day of May till the 26th day of June, you could put it down in figures 26th May till 26th June; but if a master were to spell it—"twenty-sixth," that would be chair-marking, I understand.

3165. (*Mr. Lough.*) What is the object of chair-marking, Mr. Scott?—It has a sort of Freemasonry in it, I believe.

3166. A Freemasonry among whom?—I do not know. I am not in the society. I am not a member of it.

3167. Of what society?—Of the associations. We are not connected with the associations in any way.

3168. With what associations—the Owners' Association?—The Owners' Association. There is a book, you know—what is termed a book.

3169. Are you not a member of the Owners' Association?—No, we are not.

3170. What part did you take in the last strike, then, on behalf of the masters?—That is a different thing altogether. That is where the owners are combined for one object—mutual protection.

3171. Then are there two associations?—There are dozens of them, I believe.

3172. You do act with the others when they are combined for mutual protection?—For protection, yes.

3172. I want to go back to the chair-marking for a moment. What is the object of it? What have you heard is the object of it?—I believe it is to indicate to a certain extent what the man is that is in possession of the licence—what character he has.

3174–5. Why he left his last employment, is it not?—I believe so.

3176. (*Mr. Whitmore.*) You mean the substitution of the written letters for the figures carries a certain meaning with it?—I believe that it does.

3177. (*Mr. Lough.*) And what meaning?—I believe it is very often done inadvertently. I would do it either way myself, and never think it was chair-marking a man's licence.

3178. We are not speaking of your company, but your experience of the trade, which is very great, and I am asking you generally what is the object, so far as you know it?—Just what I have stated.

3179. Well, I did not get your answer clearly?—It is meant to indicate the character of the man.

3180. (*Mr. Whitmore.*) To the next employer?—To the next employer.

3181. (*Mr. Lough.*) Does it not particularly mean why he left?—I cannot say that it does. I tell you frankly I have had no connexion with owners' societies beyond the Mutual Protection Association, and I know nothing regarding chair-marking whatever, other than what I have heard—what I have stated.

3182. Well, then, I will put that to you. In your company you do not use it at all?—We do not.

3183. You never chair-mark a licence?—Never have. That is the reason that I would have the thing fair and square, and above-board. Let us have the cause of leaving put on the man's licence; it is his character.

3184. Well, then, it amounts to this—that at present there is a sort of Freemasonry in use, or that you have heard there is a sort of Freemasonry in use, that is not recognised by the authorities, and you would like that to be supplanted by an open and fair system that every one would understand?—That is what I want.

3185. (*Mr. Hopwood.*) Chair-marking is used detrimentally to the men?—I believe it is; and a man may have a spite against a man, and might injure him in that way; he might have great difficulty in getting another cab, I should think.

3186. (*Mr. Lough.*) Now, I want to ask another question about it. You said a moment ago there was a book—what book is that?—I do not know; they call it the Red Book. I have never seen it.

3187–8. Who call it that?—I believe the drivers call it that. At the beginning of the last strike I saw the book was mentioned, and that there had been an amalgamation of associations, and they said that was really the reason of the strike. If it had been the case they should not have struck against us, because we are not in it.

3189. But what is the Red Book?—I do not know.

3190. Whom is it kept by?—I could not say.

3191. Is it kept by masters or by drivers?—I do not know anything about it.

3192. Who was it showed it to you during the strike?—I never saw it.

3193. Who was it spoke to you about it?—I saw it in the papers.

3194. So far as you have heard about it now, is it a book kept between the masters for the character of the drivers?—I believe that is so. I do not know for the character of the drivers. I know nothing whatever about it. I am not in their secrets.

3195. Your society does not use it at all?—What society do you mean?

3196. I mean to say your company?—Our company, no.

3197. You never refer to it for the character of a man, do you?—No.

3198. And you never enter a man's character in it if he were leaving you?—I could not do it, as I have no connexion with it.

3199. If you dismissed a man for some strong reason, such as roguery, you would not enter it in that book?—I should think if I dismissed a man for roguery, it would be pretty well known.

3200. Would it be entered in that book?—It would be a police case, and all the world might know of it.

3201. Would it get into the book too?—It could not possibly. I have no connexion with the book.

3202. Now, are you connected with the Owners' Association?—I am chairman of it.

3203. What is the nature of the association?—That is the Cab Proprietors' Mutual Protection Association.

3204. Well, what is the nature of it?—Well, it is only recently started; it has hardly got into form yet.

3205. (*Mr. Whitmore.*) Has it started since the strike?—It has started since the strike. There was an original association, the Metropolitan Cab Proprietors' Strike Fund Association; that association is now merged into the Metropolitan Cab Proprietors' Mutual Protection Association.

3206. (*Mr. Lough.*) And you are chairman of it?—I am chairman of it.

3207. You only became connected with it, say, two months ago, or during the strike?—No; I have been

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connected with it for years, the old one, the old original one; it was the basis of the new one.

3208. Then it embraces all the masters in London, all the large masters?

[*Room cleared to discuss whether these questions were covered by the terms of the reference.*]

Examination resumed.

3209. (*Mr. Lough.*) Does it embrace all the large masters in London, the Masters' Association?—Our rules are not completed yet.

3210. Do you know about how many masters are engaged in it?—The thing is just in the course of formation.

3211. (*Mr. Hopwood.*) Do you propose to seek incorporation?—We shall.

3212. Under the Companies' Act or as a Friendly Society?—I suppose it will be under the Friendly Societies Act.

3213. (*Mr. Lough.*) This is the only question I want to ask of this nature. If it is one you do not want to answer you need not. Is it going to be an association that is to be public, and the drivers and the public will know all that it does, or a private association in the master's interests?—The name of the association tells exactly what it is for—the Metropolitan Cab Proprietors' Mutual Protection Association.

3214. Is that the body that keeps this Red Book you spoke of?—No.

3215. Do you know what is the body that keeps it?—I believe there are a good many Red Books. There are different associations. I think the association of masters at the present time is divided into districts.

3216. You think the association of the masters is divided into districts?—The associations are in different districts. I know nothing at all about them. I am not a member of them. I cannot speak of them.

3217. Can you tell us the name of any other association except the one you have mentioned?—Not a cab-masters' association.

3218. Now we will come to stands. You said that stands were near public-houses, generally?—No, I did not.

3219. Well, perhaps I am wrong?—I was asked if ever I saw a cab standing by a public-house door.

3220. Do you think in the arrangements of stands at present there is a tendency to put them near public-houses?—I should think there will be always a tendency for a public-house to try and get where there is a stand. I do not know whether the reverse is the case.

3221. Do you think that men try to get a public-house licensed in the neighbourhood of cab stands?—I think they will go in the same way as with the termini 'busses.

3222. But, as a matter of fact, do not 'busses generally stop at a public-house?—That is so.

3223. In the same way, do you think, and for the same reason, is a cab stand placed near a public-house?—I do not know what actuated the gentlemen who regulated that.

3224–5. I only asked you, from your wide knowledge of London, was it generally true that cab stands were placed near public-houses?—There are generally public-houses near the cab stands; you will generally find that.

3226. You said that a number of small stands were required for two, and three, and four cabs, you thought?—Yes; I would have them very thickly scattered over all public places where cabs are wanted.

3227. I want to ask you a question about that. Do you not think that if there were a committee to recommend where cab stands should be placed, say a committee comprising one master, one cabman, a representative of the police, and a representative of the municipal authority, it might make recommendations of a useful nature?—I should think that the police, with their knowledge of the congested districts, would be better able to judge of that for themselves and decide.

3228. What is the authority now that settles the stands?—It is the police authority, I understand.

3229. The police. And you disapprove of how it is at present settled?—At the present time I do.

3230. Then you admit that the police have settled it badly?—So far as they have gone, they have.

3231. Now, I ask you whether you could suggest any improvement?—They have powers to do what I suggest now.

3232. Yes, but how are they to get information about it? I am only speaking of an advisory committee for the police authorities. Would you think such an advisory committee would be helpful?—I should think a recommendation from a committee such as this would be helpful.

3233. But this committee will go out of existence in about a month or two, we hope?—The recommendation would last.

3234. Yes, but we will not make any recommendation as to where a particular cab stand should be. What I am asking you, Mr. Scott, is to suggest any machinery by which these small cab stands could be provided and placed in the proper places?—I think they have ample machinery at Scotland Yard for that if they only grasped the idea.

3235. (*Mr. Whitmore.*) Do you think the vestry would be the best authority for acting as an advisory body?—In conjunction with the police, yes.

3236. I mean, have you thought of that?—Well, the two together I should think would be—but for drivers and proprietors to be upon it ——

3237. (*Mr. Lough.*) You disapprove of the idea of drivers and proprietors being on such a committee?—I should think the vestry and the police are quite sufficient.

3238. But you think the vestry ought to be consulted about the *locus* of stands?—I think so.

3239. You said, when you were speaking of those cabs that were sublet from a coachbuilder, that there was a difficulty about inspecting them, I think?—There is a difficulty.

3240. Does not the licence of them carry a responsibility in that case just as well as in every other case?—It does.

3241. So that they can get at the man to whom they have licensed the cab?—In the Act it states that a cab proprietor's premises must be open at all times for inspection by the police if the inspector comes with a mandate from the Commissioner. Well, a man, say, has five cabs which he has cab licences for, and he sublets them. If you go to the man's premises you would not find any cabs there—you would not find any horses or harness.

3242. Well, you would not find any cabs at your place on a day that they were all out?—You would find the stables, and you would find the cabs there at night.

3243. You mean by this system of subletting the cab is taken right away for a month?—It may be taken right away to a greengrocer's premises, or a coal merchant's premises, or a laundryman's premises.

3244. Is your point that the licence should only be given to the bonâ fide owner of a cab?—That is so; the man who hires the cab to the driver.

3245–6. You said you were against the limitation—the restriction—of the number of carriage licences in London?—No, I said I was against the restriction of licensing good cabs, or men of good character.

3247. Well, do you think that, supposing application were made, say, for 20,000 cabs in London, that the police should issue them all?—I could not conceive of such a thing.

3248. Would you issue, instead of the present number of 11,000, 15,000 or 20,000 if they were applied for?—If they were applied for I should think I would, because London would really require them. But there will only be that number applied for which is required, you may be sure of that.

3249. Do you know that there are too many now?—Not too many good cabs.

3250. I am not taking good cabs. I am taking good and bad, and all as they are—I am asking, do you think there are too many?—I believe it is the bad cab and the bad driver that is really hurting the trade, and if they were out of the way there are not too many.

3251. I will ask you about quality in a moment, Mr. Scott, if you will allow me. But I am speaking now of quantity, and I am asking you, do you think there are too many cabs licensed now?—If they were all good cabs, I do not think there are too many cabs licensed now.

3252. If they were all good? How would that alter the fact—I mean if they were all good, how would that make a number that is too large right?—Well, I mean this, that if the bad driver were struck out, and the bad cab struck out, that the cab trade would have the confidence of the public, and far more cabs would be engaged. It is because there are so many inferior cabs, and a number of drivers of a very low type, at the present time, that those old ladies that you mentioned some time ago are afraid to take a cab.

3253. You are against the limitation of the number of good cabs and good drivers?—I am.

3254. Well, then, are you of opinion that cabs of a very bad quality are now passed by the police?—A certain number, as I have stated before, are passed which I think no practical man would consider fit under the Act.

3255. You think that the system of inspection under the police is done very badly?—I did not mean that. I do not think the men are fit for their work?

3256. I am speaking of the cabs only?—I do not think the men are sufficient for the work.

3257. (*Chairman.*) You think the system of inspection ought to be altered?—I do not think there is sufficient number of inspectors to do the work well. I do not think I could blame the men for having too much work.

3258. (*Mr. Lough.*) I will take the Chairman's own question: do you think the system of inspection ought to be altered?—I do.

3259. Are you against the limitation of the number of drivers?—Licences?

3260. Licences, yes?—Just in the same way as I am against the limitation of cab licences. In the one case it is a case of character, in the other case it is a case of class.

3261. No; there must be a difference. I will put it to you this way: do you think there should be any relation in the issue of driver's licences to the number of cabs licensed?—It is a very difficult matter to decide that, because there are so many drivers who hold two or three licences.

3262. What sort of licences?—Perhaps a driver will hold besides a cab driver's licence, a conductor's licence, and a 'bus driver's licence—and these men may all appear as licensed cab drivers.

3263. Do you know of any case where a man holds those three licences?—I believe the cases are very general.

3264. But do you know of one yourself?—I cannot say that I could name a case; but I have no doubt that I could produce cases.

3265. Supposing your former recommendation of marking on the licence the number of days, or the period that a man works in the year, was carried out, do you not think that that would lead to the men working much more regularly than this present answer of yours indicates? Would not that lead to their working more regularly?—Would you kindly repeat that question?

3266. Supposing this information that you thought ought to be marked on the licence, with regard to the number of days a man worked in a year, or the number of weeks he worked in the year—if that were carried out do you not think that it would lead to the men working more regularly as cab drivers?—That is the reason of my suggestion.

3267. If it were done, do you think there might be any relation between the number of drivers and the number of cabs licensed?—I should think supply and demand would regulate that.

3268. But can supply and demand regulate a trade like that if it is deliberately over-stocked?—What do I understand by being "deliberately over-stocked"?

3269. Well, this way. You have 280 cabs, have you not?—Yes.

3270. How many drivers do you employ for them?—It takes 405 drivers to work our 280 cabs.*

3271. Then there is a relation between that number of cabs and the number of drivers?—In our company there is.

3272–3. Do you not think there ought to be the same in the general system of licensing in the metropolis?—Certainly not.

3274. Why not?—If you were to go round and make inquiry, you will find there is a tremendous number of cabs that work 23 hours a day; they are only in the yard for one hour—that is to get the harness and the lamps cleaned and the cab washed. Two drivers work the one cab.

3275. Do you know how many cabs there are that do that?—I could not say, but I have heard of a great many instances. There were two men there on that committee before Mr. Asquith who worked the business in that way.

3276. I know that. But, roughly, what number do you think there are?—Well, I could not give you a figure.

3277. Would you say 500?—Oh, more than that a good deal.

3278. A thousand?—Oh, more than that. I think if you get to 2,000 you will get nearer it. That means two men to each cab, not counting spare men at all; and those men, you must remember, will only work about four days a week, so that you may say three will be another man—a third man—to each cab there required to keep it going. Those are the difficulties that lie in the way of limitation.

3279. You would not like, though, to have three men licensed for every cab, would you?—There are cases where you can quite conceive of it.

3280. Now, I pass to another question. You think that the 40*s.* licence cab plate is an unfair charge on the cab owner?—I do.

3281. Can you recommend what amount it ought to be, what would you suggest?—A sum equal to the expenses of the department for that particular branch of work.

3282. Then, when you were on the privileged system, you said you approved of the privileged system?—I do.

3283. You gave several reasons. I want to ask you as to another reason. Do the masters who have got privilege make a good profit out of it?—I do not think they make any more profit out of it than the others.

3284. You do not think there is any particular advantage to the master in it?—Well, there is this advantage—that it secures to you genuine drivers.

3285. Well, even your company, I suppose, what it works for is a dividend, is it not?—We try to.

3286. Well, then, does it help a company to pay a dividend to have some good privileges—does it pay the master?—There have been so many companies started, and they have never come to anything.

3287. Had they privileges, by the way?—I do not think they had.

3288. That is the point. Yours gets on well with them. I only wanted to ask you quite clearly whether your judgment in favour of the privileged system was influenced by the fact that it was a profitable thing to the particular masters who had it?—No, it was not influenced by that fact at all.

3289. (*Mr. Whitmore.*) Is it a valuable privilege in the way of money to the owner?—There is this—you have regular employment, and you have good men; but beyond that I do not think there is any special advantage to the owner.

3290. (*Mr. Lough.*) But there may be?—There is a decided advantage to the driver.

3291. But my point is—to put it quite clearly—does it pay, the privileged system?—I should think it pays as well as the other.

3292. And no better?—I cannot say. I have not had experience of the other, so I cannot tell you.

3293. Your experience is generally of the privileged?—Yes; our property has been almost all acquired for that one special purpose.

3294. For privilege?—Yes, it is of that class; you know we work a great many broughams, which are only fit for that work.

3295. (*Chairman.*) Broughams as well as cabs?—Broughams as well as cabs, brougham cabs.

3296. (*Mr. Whitmore.*) Licensed?—Licensed brougham cabs.

* *See* Eighth Day's evidence.

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3297–8. (*Mr. Lough.*) What is a brougham cab?—A brougham cab. That is about as much as I can tell you of it. It is a brougham with a plate on.

3299. (*Mr. Whitmore.*) It is a superior four-wheeler?—Yes.

3300. (*Mr. Lough.*) Will it take luggage on the top of it?—It does.

3301. And what is the difference between it and a non-brougham? What shall I call the other; a growler?—A growler; well, there is all the difference between them that you see between a yacht and a ferry-boat, I should think.

3302. Do you charge any extra price?—No, we get no extra price.

3303. Does it ply for hire in the same way as an ordinary cab, or does it go by appointment to the stations?—It is a licensed cab plying for hire.

3304. In the ordinary way?—In the ordinary way, only it is of a better type.

3305. (*Mr. Whitmore.*) Do you use it only for station work?—That is its primary use, but when they get out in the street, you know, they will take a fare.

3306. (*Chairman.*) Do the drivers pay a small sum in excess, or more for it than an actual cab?—They pay the actual amount that is charged to the privileged proprietor by the railway company for the privilege.

3307. Does a man driving a brougham cab pay more to the proprietor than the driver who is driving not so good a one? Is an extra charge made?—In our company we have no other; they are all one price.

3308. They are all brougham cabs?—Yes; that is the four-wheelers.

3309. (*Mr. Lough.*) Is this brougham cab much better than the ordinary street growler?—You could not class them together.

3310. Do you think it fair, then, that they should be let at the same price to the public?—I do not think it is let at the same price.

3311. Do you think it fair that the fare should be the same for the brougham as the growler that you could not class with it?—Yes, I think so, because the other one will not get so much work.

3312. (*Mr. Hopwood.*) Are the brougham cabs specially constructed for your company, and for this particular purpose?—For station work, yes. We have over 200 cabs in privileged work, and they are all specially painted and constructed for that special work.

3313. (*Mr. Lough.*) Have they india-rubber tyres?—They have.

3314. All india-rubber tyres?—Not the broughams the broughams in Paddington have india-rubber tyres.

3315. How many broughams have you with india-rubber tyres?—I could not say exactly.

3316. Forty or fifty?—We are always increasing them.

3317. You said you were in favour of an optional sixpenny fare, Mr. Scott. I want to ask you a little about how that would work. You said it should be optional with the driver to carry a person, if he liked, for 6*d.*?—Short distances, within certain limits.

3318–19. It is the word "optional" I want a word or two on, Mr. Scott. Would it not be in the regulations that he should carry the fare for that distance, whatever it might be, for 6*d.*?—Well, I have looked at it in this way. Supposing a man puts up in theatre rank at night; an old lady comes out, sees it is raining, says, "I am going to have sixpennyworth down to Charing Cross;" she would take that man away if it were compulsory though. He may have been standing there a couple of hours waiting for a good job, and loses perhaps a 5*s.* fare.

3320. You would not be in favour of it being in the tariff?—I do not think I would.

3321. Then you would not put for any distance, even 500 yards, a sixpenny fare on the tariff?—I think it would be very hard on a man just in that special instance I have given there, to be taken away from the opportunity of having a good hire.

3322. Well, that is the reason, I know. There are hardships in every law, you know; there is a maxim about that. But I want you to take that into account, and answer my question: do you think, on the whole, taking these hardships into account—taking everything into account—there should be a sixpenny fare on the tariff?—I believe that a sixpenny fare on the tariff might be for so many hours in the day, up to a certain time.

3323. (*Chairman.*) Would you be in favour of a compulsory 6*d.* on the tariff?—I would be in favour of a compulsory 6*d.* for over-short distances up to a certain hour at night.

3324. (*Mr. Lough.*) What hours would you suggest, Mr. Scott?—I should think during the business time of the day, when business men are going about and rushing, perhaps we could do a sixpenny cab for 500 yards, or 700 yards, or half-a-mile.

3325. Never mind the distance. Would you suggest the hours; it will be very helpful to the committee?—Well, say from ten till six.

3326. And you would not allow it in the evening at all?—If a man cared to do it.

3327. I am speaking of a compulsory 6*d.* in the tariff?—No; I do not think it should be compulsory after that.

3328–29. What would be the distance you would say?—Anything under a mile, I should think.

3330. I want to ask you a question about police courts. You said you think it a great hardship for masters to be compelled to produce their drivers in the police court, did you not?—For trivial offences—for the personal acts of their drivers.

3331–32. The driver is personally responsible for almost everything, is he not, Mr. Scott?—No, he is not.

3333. Is he not responsible for luggage?—No, the proprietor is responsible for luggage; the proprietor is responsible for all accidents.

3334. For accidents, but to luggage?—If luggage is lost in the cab.

3335. If an umbrella is lost?—Not an umbrella—that is under the charge of the occupant of the cab.

3336. Then for any luggage inside under the charge of the occupant of the cab the driver is responsible?—The driver is not responsible.

3337. If the rider proved that he left his umbrella in the cab—if he could prove that, supposing there were two of them, would the driver be responsible or the owner?—I have never heard of such a case.

3338. If there were a little bag with 100*l.* in it left in a cab, who would be responsible for it?—The man would have to prove that he left it there, of course.

3339. Supposing it were proved, supposing three men in a four-wheeler?—If the bag of gold were given in charge of the driver, and he put it on the top of his cab, and lost it from the top of his cab, the proprietor would be responsible for the loss of the driver.

3340. If he left it inside—knew he left it—ran back in half-an-hour, and could not get it?—If he did not find it in Scotland Yard he would have to prove that he left it there.

3341. If he did prove it?—I never heard of such a case.

3342. Supposing it did happen, can you tell me who would be responsible?—You would have to ask a lawyer, I am afraid.

3343. Do you say the owner is responsible for all cases of articles left—articles lost in a cab?—Not in a cab—on a cab, anything given in charge of a driver.

3344–5. If the thing lost is in charge of the fare inside, but it can yet be proved that it was left in the cab, is the driver responsible?—I could not say.

3346. Is there any other improvement beyond that of giving the owners immunity that you would recommend with regard to the police courts?—I do not know that there is, except the other thing that I mentioned—the getting some sum fixed for lost luggage.

3347. Does your company suffer much inconvenience by drivers being taken away to the police court for trivial offences?—We do.

3348. A good deal?—We do. We have always to send a man to produce his licence, and to produce the man.

3349. You have to send two men when men are summoned to the police court?—You have to take the driver along with you as though he were a child unable to look after himself.

3350. So even in trivial cases two men must go to the police court—the driver and one other?—Yes.

3351. Do you think it is reasonable that for these very small offences, such as plying and loitering, the drivers should be brought up so frequently as they are in the police court?—I do not think they are so very frequent, those cases. There is generally some reason for it.

3352. Reason for what?—For their being brought up.

3353. Quite so. Do you know the number that is stated in the return which has been presented to the committee?—I have not seen it.

3354. Are you aware that there are 4,925 offences in a year charged against drivers?—I could quite understand that, because I should think there are some men that will be charged regularly.

3355. And then you do not think it is unreasonable that men should be brought up for this loitering, as it is called, or plying, is it?—I think it is unreasonable that a man should be brought up for plying where they have not provided a stand where he can stand his cab.

3356. In many places they have not provided stands at present?—That is so. They would have hundreds and hundreds every day. Anyone walking along the Strand will see lots of men there who are really walking along with their empty cabs, but they do not take them up for that.

3357. Do you know that 900 of these cases were for loitering and obstruction?—That is a very small number in a year.

3358. And 600 for plying. You think it is very small?—It is very small; three a day for 11,000.

3359. You do not think the total is too large?—No, I do not think so; I think it shows the police are very lenient with the men.

3360. And you think the jurisdiction of the police courts is as perfect as it can be?—No, I do not think that.

3361. I mean with regard to these small offences?—I think they treat the cab drivers very leniently, the majority of the magistrates.

3362. Is not a small fine of even 6*d.* marked on the licence?—When there is a conviction, that is marked on the licence.

3363. Any conviction is. Well, do you think it is reasonable that a conviction for a small offence should be marked on the licence?—It does not count much.

3364. Do you think it is reasonable?—They must have some means of recording the fact.

3365. And you do think it is reasonable that it should be marked on the licence, any conviction of that kind?—It is a matter of opinion.

3366. Would you be in favour of a special court for trying these cab cases, apart from the police court?—No; I do not think I should.

3367. Would you be in favour, in the case of these cab offences, of an inspector considering the case before the policeman brought it into court?—I would.

3368. You would be in favour of that?—I think that is done.

3369–70. And would you be in favour of a system of giving a printed notice or warning to a man for a first offence before he was brought up to the court and charged?—It would depend entirely upon what the offence was.

3371. Plying or loitering, one of the trivial offences?—Before he was brought up and convicted?

3372. That he should get a warning that if it was to happen again ——?—I should think they get far more than one warning at present.

3373. The suggestion was made to the Committee by another witness of considerable authority, that it would be well to give some printed or other warning, perhaps, in cases of small first offences, in order to rid the courts of them, and I want to ask you, would you be in favour of that or against it?—Well, I have stood myself in the Strand, and I have heard policemen repeatedly warning men standing there, and warning them when they might reasonably have taken the men up.

3374. (*Mr. Hopwood.*) The suggestion was rather this, Mr. Scott, that where a case is entered by the constable for report to his inspector, a case in which the inspector would now apply for a summons, the inspector, instead of applying for that summons, should send a written warning to the person who otherwise would have been charged?—I would certainly be in favour of that.

3375. (*Mr. Lough.*) Turning to bilking: I do not think you said anything about bilking?—No; I do not think I did.

3376. In a case of bilking, would you be in favour of a person who refused to pay his fare being brought to the police station to give his address and have it checked?—I have had very little experience of bilking. I think there is very little bilking where you have respectable men, that it is a certain class of cabmen that get bilked, the men who are of very little use either to the proprietor or anybody else.

3377. Well, my question is, where the man does get bilked.—If there was a real case of bilking, I think that nothing would be too hard for that man who tried to cheat the cabman.

3378. "Nothing would be too hard" is a little vague?—I think he ought to be dealt with summarily.

3379. Would you give power of arrest?—If you could get hold of him; a real bilker gets out of the way.

3380. You heard the case lately of a solicitor who drove to the police court and stayed in the police court and kept the cab with a 1*l.* fare, and then said to him, "Well, now, I am very sorry, but, you know, "I have not got a shilling"?—I did not hear that case.

3381. Well, suppose that case, where the man keeps a cab for six hours, and runs up a fare of 1*l.*, and says, "Well, now, I am very sorry but you know I "have not got a shilling," would you take him to the police station?—I think he ought to be dealt with at once.

3382. You would give power of arrest in that case?—It is a dangerous power to put in the hands of a cab driver, you know.

3383. Then do you think that because of the danger of the power there should be no amendment of the present law?—I think there should be some amendment, but what it should be I am hardly prepared to state. I think that some protection should be given to the cab driver against bilking

3384. Would you go the length of letting him bring the fare to the police station?—He may call a policeman and get an explanation then, and if it was not satisfactory to the policeman and the cabman, then there might be recourse to the police station.

3385. (*Mr. Hopwood.*) I do not understand why you say that successful bilking depends to a great extent upon the class of cabman?—I believe that a great number of cabmen say they are bilked when they have never been bilked. They will come home without any money, and they bilk the proprietor really, by representing that they have been bilked themselves—a certain class of drivers. Now, I think I have only heard of three cases—and we employ a lot of men—of genuine bilking amongst men in our company.

3386. Can you tell us anything about those three cases?—One of them was at a public-house where there were two entries, a bar entrance and a jug entrance, and the fellow had gone in at one and come out at the other.

3387. Another case?—The other case was down at Richmond, I believe. I believe it was a genuine case—that a man drove down to Richmond, down to Hampton Court and got the driver to put up his cab, and the driver went to the expense of having a good dinner as well, and expected that the man was going to come back and put it right for him; and he failed him.

3388. That was a bad case. And the third?—I cannot remember the particulars. I am certain they have been very, very few.

3389. In how many years' experience?—Getting on for eight years.

3390. (*Mr. Whitmore.*) If the privilege system were abolished would you still keep your brougham cabs?—They would be of no use on the street.

3391. Well, what would you do with them?—They would have to be disposed of.

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3392. In fact, you would not retain your brougham cabs?—You could not work them on the street to advantage.

3393. So that the abolition of the privileged system would lead to your giving up——?—That good class of property.

3394–5. The improved class of four-wheeled cabs?—it would. They are specially built just for the station work.

3396. (*Mr. Hopwood.*) If the privileged system were abolished, and the stations were thrown open, and a toll were charged, I assume that your men would take these particular cabs daily to a station, and pay that toll?—No; there would be no guarantee that they would do that.

3397. (*Mr. Whitmore.*) How would they be sure of getting access to the station?—There would be no guarantee that they would get access. At the present time we have a guarantee that a certain number will get access to the station. There is no limitation in the privileged system. There is a certain number that we guarantee, and then if more are required of course the station is open.

3398. (*Mr. Lough.*) You told us that you require 405 drivers for 281 cabs?—Yes.

3399. Will you explain a little more to us why you require so many extra drivers?—Well, some drivers only work three days a week, or four. I should think the most of ours will work at the very least four days a week. Some are six-day men; some will only work five days a week. A number are off sick, and what with one thing and another, that is just the proportion that we require, and we fully employ them all. They are quite satisfied.

3400. Supposing a man whom you expect to work only four days comes down on the fifth day?—We do not expect any of them to work four days.

3401. You expect them all to come every day? Well, have you any inconvenience—you will see my point—from two of them clashing—two of them coming down on Monday morning, and both wanting the cab?—An odd man, perhaps, who only has employment three days a week.

3402. Is that understood by you, or does it just fall out so?—That is about the way it works out—three days a week, sometimes four. When work is bad he will get the week nearly all to himself—he will get employment nearly every day. When work is bad the regular driver may be away for his holidays, or he may be working only two or three days.

3403. When you speak of 405 men in your employment, really there are no men in your employment at all?—They are not in our employment, but we hold their licences.

3404. If you do not hold a man's licence, you do not give him a cab?—No; no man gets out a cab unless we have his licence.

3405. Then out of these 405, the required 280, you have told the committee, come up practically every day?—Every day.

3406. Did you ever find 20 come up for whom you have not cabs?—Never 20, I think.

3407. How many do you find?—There may be one or two.

3408. Would you say that there are one or two every day disappointed of getting work?—I do not know that they are disappointed. They know perfectly well they are odd men. We have regular men who have the cabs; those others are odd men.

3409–10. How many regular men have you, would you say, with cabs?—287 now, I think it is.

3411. And these men always get the first pick?—They leave word over night if they are going to rest. Then the odd men come down in the morning, and they get away all those men's cabs who are resting.

3412. So practically you come to require the 281 men; that is the number of cabs that you have licensed?—Yes.

3413. And you have only got the other as you might say surplus licences or occasional men for cabs that any of these 280 men may happen to have left in?—That is so.

3414. (*Chairman.*) It is like the case of a casual labourer?—They are there waiting on, of course; and if a regular man was to die, or leave there, then just in rotation they come in and become regular men.

3415. And the regular men work 5 days or 5½ days a week?—Well, 4 days a week.

3416. No more than 4?—4½ and 5.

3417. Could you tell me how many out of the 287 regular men are found to work not more than four days a week, about?—I have in my evidence before the Labour Commission; I worked it out there exactly.

3418. Well, perhaps we can get your figures afterwards; but what I want to ask you is this: you hold the licences of all the casuals as well as the regular men?—We do, sir.

3419. But that fact prevents the casuals who cannot get work with you going and trying to get work with somebody else, does it not?—No; if he wants to go and get work with somebody else he merely asks me for his licence and goes.

3420–1. He can go into the office: "Please give me "my licence, as you cannot employ me, I am going to "see whether I can get work elsewhere for the day"?—That is so.

3422. That would not prejudice your employing him next day?—No.

3423. You would not object to that?—If he went away he would have to give some reason why he came back again We would ask whether he had dealt fairly with the other man. There are cases where a man will have a bad day, and he will come and ask for his licence, and come back in two days again and want to pay up the last day that he worked for us.

3424. I am not speaking of a case of that kind, but of a case where you are unable to offer a cab to a casual man—there would be no objection to his taking his licence to another man, getting work for that day, and then coming back to you the next day, when you could give him a cab? Would you refuse him the next day when he arrived?—I would never refuse him.

3425. What would be the objection to that?—They never ask for it.

3426. Practically speaking, then, the extra men really rely entirely on you for their casual employment, and not on other people?—That is so.

3427. It has been said there is a number of men they call butterflies in the trade, who only use the licence they get for three months in a year; they take the licence for a year, and only use it during the profitable time?—That is so.

3428. Are any of your casual men of the nature of butterflies?—At this time of year, I should think, some of these men come and present licences of that description. But we have no regular drivers.

3429. You have no regular butterflies, you mean—you would not employ them if you had them?—No, we are most particular in that matter. That is the reason why we should have the period recorded on the man's licence, to see whether he was a genuine driver or not.

3430. There is what they call a harvest time in the trade, is there not?—There is.

3431. And the drivers themselves think, perhaps, that it is unfair that the butterflies come in and share their harvest who have not shared the worst part of the year with them?—They think so. It is a hardship to the all-the-year-round men.

3432. You agree with that, do you?—I do.

3433. (*Mr. Hopwood.*) Would you be prepared to put in, for our assistance, a statement showing the working of your system for a week or a month?

3434. (*Mr. Lough.*) As regards these 405 men?—How they were employed?

3435. (*Mr. Hopwood.*) Yes.

3436. (*Chairman.*) If you have any objection to it, we can hardly ask it.

3437. (*Mr. Lough.*) One to 405, and the number of days worked?—You have got the whole thing here, I think, in my evidence before the Labour Commission. This was before Lord Derby. May I read this?

3438. (*Chairman.*) Certainly.—"(*Q.* 19,286.) As to "the hours worked by the drivers, I suppose that is a "matter entirely in their own hands, except in the "case of the few drivers who are working for wages?

" (*A.*) We have no drivers working for wages. We " keep a record of outgoings and incomings. We have " a register of it, so that we can tell what hours the " driver actually works. (*Q.*) What does he work, as " a rule?—(*A.*) . . . . . To work 250 cabs it is " necessary to employ 315 drivers, an average of 12·6 " drivers to 10 cabs. The hours, including meal hours " and changing times, during which a hansom driver " is employed averages 13 hours 21 minutes daily; " those of four-wheelers average 14 hours 5 minutes " daily. Hansom drivers worked, on the average " throughout the year, 5½ days per week, or 75 hours " and 25 minutes. Four-wheeled drivers worked, on " an average, five days a week, or 70 hours 25 minutes. " Thus, taking the average week of six days, we find " the average daily hours of a hansom cab driver to be " 12 hours 14 minutes, and of a four-wheeled driver " 11 hours 44 minutes; that is, reducing it to six days, " in one case 5½ days being worked on the average, " and in the other five days a week." That is page 1134, " Minutes of Evidence " (Labour Commission), 6th May 1892.

3439. (*Mr. Hopwood.*) May I suggest to you, to answer my question in this way? I will ask you for the statement showing the working of your system for a month, and you can reply that it is unnecessary, and refer us to your evidence before the Labour Commission. The shorthand writer will then get the proper answer on the note?—Yes, I think so; you will get it there.

3440. (*Mr. Lough.*) The figures you give there are 250 and 315; you have given us 281 and 405, so that that is about 15 drivers——?—Well, that 405—that was at Christmas last year—the number of licences we held at the time. I did not think I would be asked the question; but I could find out exactly how we stand to-day.*

3441. That was the Chairman's suggestion, Mr. Scott, If, without any names or any details, you might not like to give the Committee, the numbers showing what proportion worked a very few days in the year? Would there be any objection to your giving that?—I do not know that there is any objection; it would take some time to get it up—to go over a year.

3442. (*Mr. Hopwood.*) I have only one or two questions to ask you. With regard to the sixpenny fares, I understand your attitude to be that you are not in favour of the imposition of the sixpenny fare; that is so, is it not?—That is so.

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3443. Have you any objection to an obligation being imposed upon a driver to carry a fare for sixpence when he is not upon the stand, but crawling on the street?—For a certain distance.

3444. Well, say a mile?—I have stated that I think there might be a compulsory sixpenny fare from ten to six o'clock, during the business hours of the day.

3445. When you give us a time from ten to six, do you mean that a cab may be called off the stand for sixpence?—Yes, I think so, for short distances within certain limits.

3446. The privileged system. As I understand it, in some cases the cab proprietors still charge a larger sum per day to the men who use the railway stations; is that so?—I do not exactly understand your question.

3447. Do the owners, in any cases, now charge a larger sum per day to the drivers of privileged cabs for those cabs?—They charge the actual amount paid by the proprietor to the railway company for the privilege.

3448. That is the new system?—Yes, at present.

3449. You told us that an association was in course of formation. Have you considered the propriety of taking powers to form an advisory board for any purposes which may hereafter be determined upon?—What special board?

3450. An advisory board; you understand what I mean?—Yes, quite.

3451. In the boot and shoe trade, and some of the large trades, the unions have a board, not for conciliation alone, but an advisory board, to discuss and consider with full powers all matters relating to the trade?—I stated that this new association—of course there is an old association—but the new association is just in course of formation. We have not got so far as that.

3452. I was throwing out the suggestion to you for consideration that is all?—There was a matter referred to by Mr. Burns, regarding the Society for the Prevention of Cruelty to Animals—the action they took—and he asked me to bring some newspaper report. I have done so. I can hand it in for the Committee.

3453. (*Mr. Whitmore.*) A case where you alleged that the inspectors of the society conducted the case in an improper way?—What we masters think is an improper way.

* *See* Eighth Day's evidence.

The witness withdrew.

Mr. James Ridge, Selborne, Hassocks, Sussex, and Mr. Horace Edwin Hupton, called in and examined.

3454–5. (*Chairman.*) Will you exhibit your taxameter, and explain it, please?—(*Mr. Ridge.*) I will. This indicator, sir, is fitted on the back wheel of the cab, on the hind spring, one of the hind springs, it is quite immaterial which, and this is the index for the passenger which is fitted inside the trap.

Mr. J. Ridge.

3456. Does this rotate with the wheel?—This does not.

3457. How is it moved?—This is the action of it. This eccentric is fitted on a wheel, and this eccentric strap works to and fro, so (*illustrating*) that gives it this motion.

3458. What makes that eccentric strap work in that way?—That turns with the nave of the wheel.

3459. It is a cam arrangement?—It is, sir. This key will illustrate the motion of this, you see.

3460. It is a rocking motion; the wheel by means of a cam is made to communicate a rocking motion to a small clock, by which the clock is driven. The clock is also provided with a time-keeping apparatus, so that on the clock is shown the time of the journey, and the distance traversed. An arrangement is made whereby the apparatus is put into gear by the stepping in of the passenger, by means of his weight on the step or seat. When the fare is paid the arrangement is put out of gear by the driver pulling a spring. By means of a paper placed on the top of a piece of black transfer paper, the motion of the clock above-mentioned is automatically recorded. A pneumatic connector causes the record of the clock upon the wheel to be transferred to another dial placed within the cab, within view of and for the information of the passenger, on which dial is shown the distance traversed, and the fare to be paid. The time may also, if desired, be transferred on to the dial which is in view of the passenger. This records every revolution of the wheel: the number of revolutions are increased to a mile, here this hand goes round once, and this hand moves one space, you see, an outer line, an outer circle recording miles up to 60; this hand here records the time, and when the passenger gets in—it is impossible for me to show that action here—but when a passenger gets into the vehicle these hands are forced forward.

3461. By the opening of the doors?—By the weight of the passenger on the step or seat.

3462. On the step or seat as you may choose?—Yes.

3463. (*Mr. Lough.*) A heavy man would press it further than a light one?—It would not signify at all, sir. You might have a vehicle filled with people.

3464. (*Chairman.*) If a fare gets out and then gets in again it begins to count all over again?—The passenger may hire a trap for a day and may break his journey a hundred times, but if he leaves the vehicle and a fresh fare gets in that records another fare. On the point of each of these hands is a little stile at right angles. When these hands are forced forward they are pressed against one of these papers, turned backwards against that carbon paper, in the same manner as a linen-draper would give a receipt. Then all the times and distances are absolutely recorded on that paper for the information of the cab owner as soon as the day's work is done, whereas, here, this shows, as the passenger goes along, the distance he travels and the fare he has to pay when he leaves the vehicle. You can hear that beat recorded here. That is caused by a pneumatic arrangement inside. Those German gentlemen have got a pneumatic arrangement, but, as I think, I have prior patent rights.

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3465. They may find themselves in a difficulty?—They may find themselves in a difficulty.

3466. That is the whole apparatus, is it not?—That is the whole of it; one can see it all.

3467. One can see it perfectly?—I think you will believe it is very simple.

3468. It seems simple. That in the mud would be very liable to get very muddy?—It is so constructed that it is very free from dust, dirt, or damp of any sort.

3469. What is the expense of this apparatus?—We do not propose to sell them; we propose to charge a certain rate per day.

3470. How much, have you made up your minds as to that?—I have not, sir, but at any rate it would not be more than sixpence.

3471. Sixpence a day?—Sixpence a day.

3472. (*Mr. Hopwood.*) You keep them in order?—We keep them in order. If one should happen to be out of order from any cause whatever, although they are not much liable to get out of order, but if it should from any cause whatever get out of order, they would simply have to fetch it to the yard and have a new one put on in place, and this may be made a new one in the course of half an hour.

3473. (*Mr. Lough.*) Are they in use?—In Brighton only, sir.

3474. How many are in use?—I have none in use at the present time; we are just starting a company for the purpose of floating them in a financial way. There are none in use except this one, and this one has been running a long while. It has met with the approbation of everyone who has seen it. I should like you to see this testimonial I have received from the Borough Inspector of Hackney Carriages:—

"Town Hall, Brighton.

"I HAVE carefully tested the time, fare, and distance indicator of Messrs. Ridge, Fuller, and Edwards, and find it perfectly accurate in the results it affords. It is a machine which, in my opinion, should be placed upon every vehicle plying for hire, as all disputes as to distance and fare would, by the use of this invention, be absolutely avoided, while any charge of furious driving may be at once reported or substantiated by a reference to the dial, which records the speed at any hour of the day.

"FREDERICK DUMFRIES,
"Inspector of Hackney Carriages for the
"Borough of Brighton.
"19th June 1891."

3475. (*Mr. Hopwood.*) What is the weight of the apparatus, do you know?—I should say 10 lbs. or 12 lbs. at the outside, all included.

3476. There is nothing to prevent collusion as between the driver and the fare?—Oh yes, sir, there is, pardon me; there is everything to prevent collusion between the driver and the fare. The cab driver can exert no influence whatever; all he has to do is to pull this spring, which sets these two hands at zero at the same time.

3477. If the fare steps over the step, and sits on the front seat instead of the back one, that will not set the machine in motion then?—Certainly it will.

3478. To what part of the cab do you attach the indicating apparatus?—We attach that to the hind spring, either, no matter which. Of course, it could be attached to one of the other springs, but we prefer the hind one, as it is easier got at. A child of 10 or 12 would be sufficient to actuate this machine.

3479. (*Chairman.*) Suppose a fare left his handkerchief in the cab and gets into the cab to get it, that would reckon him as a fare?—No, it would not do that because he would not pull the spring; in such a case he would be careful not to do that.

3480. No, but he would have pulled the spring when the last fare got out?—He would pull the spring when a new fare got in.

3481. Not till a new fare gets in?—No; that explains the legend below this dial: "Please observe on entering "that the index stands at zero." Now this one shows —we have been working it since we have been here—about the eighth of a mile. You see that small hand; I will set that at zero; this has marched on one further space, indicating a further passenger; those indices now are set for another passenger.

3482. (*Mr. Lough.*) Well, then, if the cab driver did not pull the string there would be no record of the fare?—Here, sir, there is a record of everything; in here; this is only a double check, this is not at all necessary, this one, not the least bit necessary, but in here we have a record of everything.

3483. Yes, but you have missed Mr. Cunynghame's point; you are arguing about anybody getting in putting it in action, and you replied that the driver would not pull the string if a man got in for his handkerchief; it must be one thing or the other?—If he did that the cab would be at a standstill. There would be no motion on the cab, and if he made the slightest mark by forcing these hands forward it would simply indicate the tiniest dot; it would be imperceptible. That would not make the slightest difference, indeed, sir; if he got in the cab would be standing still; he could not get into the cab while it was in motion, and the cabman for his own sake would not pull that string. If he pulled the string he would simply indicate a fresh passenger.

3484. (*Chairman.*) Is this all recorded?—Yes. I will let you have this (*copies of specification put in.*)

3485. We can send it back to you; it is a complicated thing?—I have the specifications here of those German gentlemen, and I simply brought this to you, sir, in order that you might see that my patent was taken out before, by some few weeks only.

3486. We could not enter into a question of this sort; only for the purpose of understanding your invention, we might have a look at this?—I hope you will approve of this little instrument?

3487. Well, it is too soon to say that.

The witness withdrew.

Adjourned till Monday next at 11 a.m.

SEVENTH DAY.

Monday, 9th July 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

Mr. JOHN BEASLEY called and examined.

Mr. J. Beasley.
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3488. (*Chairman.*) Mr. Beasley, do you come here to represent any society?—No, sir.

3489. You only come to give your own individual experience?—That is so.

3490. In the first place we should like to know what you think about the system of inspection as practised by Scotland Yard. As that is rather a large question I will ask you one more particular question. In the first instance, have you in your experience any reason to believe that this is true, namely, that men wishing to get their cabs licensed in fact have to bribe inspectors in order to get them through?—Well, my own experience is that in years gone by that was the system; I do not think that it exists so much to-day. I remember about 1872 and 1874, when the inspection became more stringent than it was previous to that date, that that was very much the practice. The only system that might be construed into bribery, and which I dare say is under a cloak, is that when each cab inspector retires, the cab proprietors generally give him a testimonial, so that he is always looking forward on his retirement from office to that? That may be so, I do not know that it is.

3491–2. Who do it; who give the testimonial?—As a rule it is done by the local proprietors' associations. I do not happen to have a circular with me to-day, but I have some; being out of the business for some two years I have not kept up to date, but I remember Tobin of Westminster was the last one that I had the opportunity of seeing.

3493. Have you ever heard of it being done in this very crude form, putting a coin under the cushion of the cab?—I have heard of that, oh, yes.

3494. In the good old times more than the present?—Yes.

3495. Not so much in a more recent date?—Well I do not think so; I will tell you why. I do not think that it is so profitable to run bad class property as it was when there was more demand for cabs.

3496. You mean there is not so much inducement to get these things passed?—Not so much inducement, because when there was a greater demand for cabs, well then almost anything so long as it was in the shape of a cab suited the public, but now they are very particular in their selection; as far as inspection goes I must say that I do not think that the improvement in the property, up to date at all events, is occasioned by the inspection of the Scotland Yard authorities; I think the improvement has come more from the enterprise of the owner.

3497. May I interrupt you there a little; I should like to clear up one point; that is all you wish to say on the question of bribery?—That is all I wish to say.

3498. I will ask you some further questions on the inspection generally; do you think that the system of inspecting is efficient?—No, I do not.

3499. Do you think it is inefficient as regards the structure and the mechanism of the cabs?—No, I suppose theoretically they go through the measurement, they have certain measurements for room and that sort of thing, which were introduced in 1869 or 1870—I forget which. They are very particular about that and general cleanliness, but so far as inspection beyond goes, it really amounts to nothing.

3500. Then what do you mean by the inspection that amounts to nothing; as regards the structure of the cab you say the inspection is pretty good?—Oh, I think so.

3501. Then where does it break down?—He might have room on this seat for two persons, but the fittings and the cushions and that might vary very much according to the proprietor's idea of what the public required. It is merely a matter of room and it might be a cab worth 40*l.* or 20*l.*, which would pass the inspection and it might be one worth 120*l.*

3502. As regards the drivers and their capacity for driving, do you think that the examination that they put them through at Scotland Yard is worth anything as regards testing the power of driving?—It is impossible for it to be worth anything; they just simply get some one to say that they can drive, but never an expert. It used to be the custom, I think you will find, of some of the old proprietors, when I was a lad, before a cab proprietor engaged a newly licensed driver, that he would just let him mount the box and go for a ride with him; but we live, I suppose, in more competitive times, and they do not trouble about that now. As long as they have a licence and are insured against accidents, they do not trouble whether he is a good driver or not. That used to be the custom, or is the custom, just to see whether a man could drive. I suppose it is in driving, like everything else, there is nothing like practice, and a carpenter can tell immediately another workman picks up his tools and starts work whether he knows anything about his business, and so can a driver tell almost immediately a man picks up the reins and whip and feels the horse's mouth whether he is a coachman or whether he is a barber.

3503. That testimony of the two competent witnesses which they rely on at Scotland Yard does not amount to anything, you think?—Not so far as driving is concerned; it is impossible.

3504. Well, then, as regards horses, they also are passed at Scotland Yard as part of the cab, are they not?—Oh, no. I believe that the abstract provides that the police should make inspections of the various cab yards, and of course some of the cab proprietors stable and look after their horses wonderfully well, but there are others who have no consideration whatever for their animals.

3505. I did not mean cabs actually running, but when the cab is taken for a licence do not the Scotland Yard people profess to look at the horse as well as the cab?—I do not think so, and if they did, the proprietor could always take down his best horse in a cab. I might say, that I have known even cabs taken to be passed with the cab proprietor's pony, nothing whatever to do with the working stock at all, the same as a coach builder sends home a carriage to a private individual, just something to draw it, and I have known cabs taken down by men and passed.

3506. By men?—Yes, when the yard has been near the police station just two men pull the cab round, so that the horse has nothing whatever to do with the passing of the cab.

3507. We have spoken now of the testing before the cab is licensed; what do you think of the continuous inspection afterwards? Do you think that is efficient or not?—I certainly do not. Very much depends upon the proprietor as to the condition of the cab; I know proprietors who have their cabs painted twice a year, and some of them have them painted and done up nice and clean perhaps in about 15 months.

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3508. But good or bad it depends upon the proprietors?—To a very large extent.

3509. And Scotland Yard has very little to do with it?—Yes, I think so.

3510. Well now, about the fee for the plate, is it your opinion that the fee ultimately comes out of the drivers' pockets?—Well, I suppose it must be so, but it is a very small matter; it is only a matter of 2*d.* a day. The only thing is what it is devoted to. The cab plate revenue is about 32,000*l.*

3511–12. Do you consider that it comes out of the driver's pocket?—Well, there is no doubt the proprietor reckons it in the cost of supplying a vehicle, but the maximum cost must be about 2*d.* a day. I think that if the powers could take a paternal view of it, they might devote that 2*d.* a day, with equal interest to the proprietor and the driver as well by erecting covered standings or proper shelters. It is a very wide question. I think that the time will arrive when the congested state of street traffic—I think that ought to be considered conjointly (pardon my suggestion) with the standing accommodation — will demand some drastic move so far as cab standing accommodation is concerned, and I think that an ornamental covered stand on the Thames Embankment would not be much more disgrace than the hideous Metropolitan railway station or buildings of that character. It would not be, at all events, such a nuisance as the cabs in line right along one side of the Embankment.

3513. We will come to that question?—I think the cost even of the land and that sort could be supplied by that fund, and the cab proprietors will bear me out that if the cabs were housed in inclement weather that would very much decrease the wear and tear.

3514. Have you any opinion on the question of dividing cabs into two classes, first and second class?—Yes. I believe they should be classified, first, second, third, and fourth, or anything of that kind.

3515. You mean more divisions than two?—Well, it is possible that that might be necessary, but that would have to be done by practical people.

3516. Say for the purpose of argument that we only have two classes, that would probably be the first step; what would you make the difference as regards fares?—Oh, you mean fares between the driver and hirer, not between the owner and driver?

3517–8. I was thinking of fares to be paid by the hirer?—Yes; I think it is the custom now, and I think that custom could be very well established as a principle, that with many of the West End swells instead of paying 2*s.* 6*d.* an hour to pay 3*s.* Even in my time they said, "Well, I want a cab by time; I will "give you 3*s.* an hour if I have a good one." That might be the difference.

3519. Is there much done by way of hiring cabs by time?—Oh, yes; there are some known cab hirers who reckon to pay about 3*s.* or 3*s.* 6*d.*, those men that frequently use cabs all day long.

3520. But they take them by time, do they?—Well, yes, on conditions. I might say that on the other side the driver would say, "Well, 2*s.* 6*d.* an hour, sir, or 3*s.*" if he were an enterprising man, and of course it just depends upon whether he gets 2*s.* 6*d.* or 3*s.* the speed he goes.

3521. You have already spoken of the inspection of stables. Have you noticed any mischief arising from the troughs—drinking water?—Well, not as an expert, but I have had experience with men who know something of glanders, and a little with veterinary surgeons, and they tell me that they are one of the worst possible mediums for conveying glanders and farcy from one horse to the other. It is very difficult for me to say whether it is so; I do not profess to be a veterinary surgeon, but it seems to be fairly well accepted that that is so. I have known cab proprietors forbid their men to water their horses at the troughs.

3522. Do you happen to know what proportion there is between the number of cabs licensed and the number of drivers' licences?—Well, of course, I shall be able to explain my analysis of those figures.

3523. That would do very well?—I think, taking them in round figures, there are about 15,000 to 11,000; that is the maximum of each; but that looks very well, and I think it comes down to something like 13 and a decimal to every 10 cabs. We have about 15,000, we will say, licensed men and about 11,000—it is really 10,812—for 1892; that is the only report that I have at hand, but I do not think there is much alteration in the figures; take from that 4,000 men small proprietors who own from one to four cabs, and each of whom would drive their own, and the odd man required for working those small proprietors' cabs—at least it would not pay them to keep an odd man, a man that keeps four cabs cannot keep a rest man, you see, because there is not sufficient work for him—consequently we bring the cabs down to 7,000, and to work these 7,000 at present there are 11,000 drivers, you see, so that there are 4,000 drivers that are really in the field of competition, so far as contract masters are concerned.

3524. Do you think that that disproportion between the number of cabs and the number of drivers is an evil to the public?—To qualify that statement I may say that there are 4,000 unemployed thrown on the field, as it were, to work the 7,000 cabs.

3525. I put that question; do you think that the disproportion between the two sets of licences is a mischief to the public?—Certainly; because there are 4,000 unemployed, well, odd men—that is a man who has just a casual day occasionally, and he may have to depend for his week's work on that day or two. If he can get the opportunity to over-charge, well, he will make use of it; he has to, in fact, for a subsistence.

3526. Well, do you think it would be a good thing to limit the issue of licences?—Yes, I might say that I was opposed to it at first, but after careful matter-of-fact observation from matter-of-fact experience, I am convinced that the public would be better served and that the driver would be a much better driver if the proportion was reasonable, because my contention is that the cab driver, after all, is a public servant.

3527. Well, in order, then, to secure that better service of the public you would recommend stopping the issue of licenses for a time, would you?—Well, what I would recommend would be one of two or three courses. The first course, in order that the thing might be considered, would be, say, stop the issue of licences until January next and then go back. We do have to go back occasionally to the old system of issuing licences, we will say in January only. I would not issue them in the summer months, when it is most profitable, but in the winter months, when it is least profitable. Issue the licences in January, and let it be one of the conditions of the proprietors' licences and the drivers' that the licence shall be used a reasonable amount, at all events bar illness, during the time that it is taken out. I think that would be one method as a trial. It would be very difficult to say the number of cabs that are really needed for public requirements, because that might differ from time to time, and for that purpose I think some power should be vested either in the Board of Trade or the County Council to determine what number of licences there should be, whether there should be any fresh licences issued from year to year, or whether they should be decreased, almost as they do public-houses. The spirit of the times seems to be this. A cab is like a public-house; every gentleman likes a cab on a wet day, but he does not like a cab standing outside his door, and no matter what gentlemen he is, he is like the man that has a glass of beer, who likes the public-house, but he never likes the public-house next door to him.

3528. Are you sure people would not like a public-house near them?—That is a question for the licensing authorities.

3529. One of the remedies that you proposed was to issue the licences only in the winter?—Only during one month annually.

3530. I suppose the object of that limitation would be to prevent the increase of what are called butterfly drivers?—Yes, with that qualification that I make, that the licences should be used bonâ fide, say 10 months out of the year.

3531. Now, I want to ask you about the butterfly drivers. Do you consider that they are a nuisance?—Well, not such a great nuisance as they used to be in years gone by.

3532. Not so many of them, do you mean?—I do not think so.

3533. Now, I want to ask you about the congestion of traffic in some particular streets. I suppose you, as an experienced man, will admit that in some places the cabs are very much congested indeed?—Yes, they are nuisance to themselves and the public also.

3534. What is the reason for the congestion in those particular districts?—Lack of proper standing accommodation is my contention.

3535. Is it also partly due to the fact that there is more lucrative employment to be had there?—Well, I almost have to make a statement here. I do not know whether it has ever occurred to any of Committee, but anyone who has had the opportunity of either favourably or unfavourably observing the congested street traffic, must have noticed of late years that the crawling cab has been a greater nuisance than ever, and yet that seems somewhat of an anomaly when we find out that the cabs are decreasing; but it is easily accounted for if we first start from the premises. The field where cab fares are to be obtained is lessened, that is, whereas in years gone by when there were more cabs, before the other competitive systems, such as the 'bus service and so forth, they had longer fares; now it is confined to about 2½ miles radius of Charing Cross, therefore that brings all the cabs into the busy thoroughfares where there are no cab standings.

3536. Well then, would you be in favour of increasing the cab radius?—In some districts.

3357. You mean that, taking the present radius, you would extend it in some parts of London further out?—Yes.

3538. Not equi-distant the whole way around?—Oh no, that is impracticable.

3539. Do you see any particular use in keeping the circle as it is now, or would you extend it in any shape that met the public convenience?—I think the radius should vary very much, according to the locality.

3540-1. Now I am going to take you to another department, and that is the police court practice. I suppose you have had some experience of it, have you not?—Yes, sir.

3542. Well, what is your experience with regard to what we have heard so much about under the name of bilking; do you consider it a very common practice?—Well, it is a grievance that has grown very much.

3543. Grown?—Yes, of late years. That is, some of the unscrupulous people begin to find that it is easy to bilk, and so I think they bilk; but it has such a very decided detrimental effect upon the driver that it makes it a very serious question. It is not so much the amount of money that he loses by being bilked by the fare, but having been bilked by a fare very often puts him out of employment for a week, fortnight, or three weeks, according to the season of the year, perhaps more. That is, if he has a fare and is bilked he cannot pay the demands of the proprietor, and consequently is out of employment.

3544. Is it true, as we are told by other witnesses, that where bilking takes place it is a large fare, such as a journey out of town and back?—Generally a few hours.

3545. Not so much little fares from street to street, but where you have had a journey?—Yes, where it amounts to something like half-a-day's work or a day's work.

3546. What do you think should be the remedy for bilking; do you think the law ought to be strengthened in the interests of the driver to protect him against bilking?—Yes, I certainly do.

3547. In what way would you suggest?—Well, the great trouble is, of course—I suppose you know better than I do—that if I, as a cabman, drive a fare about for four or five hours and he gets out of the cab and refuses to pay me, I cannot even demand his name and address, neither can the police detain him. Well, I know one case of a professional bilker, if I might use the term; the cab driver was informed whom he had got, and he drove him directly round to Bow Street Station, and he got out on the pavement and he said, "Well, what are you going to do now?" "I want your name and address." "You cannot do it." And the officer in charge there had no power to make him give his name and address.

3548. That is the state of things as it now is, but we asked you what would you suggest as an alteration?—Well, I think that we ought to have the same power almost—I know there is a danger—vested in the cab driver to detain at all events a professional bilker at a police station, the same as any other fraudulent person, or give us the same powers as are extended to some of the tramway companies and railway companies by their byelaws of detaining a person who does not pay the fare.

3549. These legal questions some of the rest of the Committee will have more to ask you about, so I will go on, if you please, to some other points connected with the court. Is it a ground of complaint among drivers, as far as you know, that they have to have their cases heard on particular days of the week only?—Yes, that is more so in the West End courts, in the West Central courts, at Bow Street and Marlborough Street. The chief complaint of that is that there is a lot of cases heard on one day, and very often the driver has to be out with his cab on that day, and he might be down at Marlborough Street Police Court or Bow Street for three or four hours, and it has been known as long as that, and all that time he is paying perhaps 1*s.* or 1*s.* 6*d.* an hour for his cab, and even if the fine is a small one, it increases his expenses considerably.

3550. Some people have suggested that there should be a special court for nothing but cab cases; do you think there would be any advantage in that?—I think that would be very advantageous in many instances, not only to the driver but to the public also, especially so far as the recovery of fares and summonses for over-charge and anything of that kind are concerned. I will just give you one instance I know of. A cab-driver who had been driving a well-known man, one of the chief men on the East End wharves, about till two o'clock in the morning, set him down at Limehouse, and the man refused to pay him. He went to the police station, and he still refused to pay him. Well, I wrote a letter for him and asked for payment by return of post and received no reply, so I went down with him to the Stepney Police Court. It is not possible to obtain a summons for cab fare except the cab driver himself apply; and then we waited an hour and a half with his cab before we could see the magistrate, and then it took us about half-an-hour to obtain the summons. Two forms had to be filled up which the average cab driver who has been driving for 10 or 12 years, who has so little writing to do, cannot fill up—two legal forms; they are simple enough to a man who is doing a little clerical work, but to a man who has been on a cab 10 or 15 years, with no occasion to write his own name once in six months perhaps, it is impossible to fill up these forms, and consequently when a cab driver who has to summon for 1*s.*, 2*s.*, 2*s.* 6*d.* fare sees these forms he very often says, "Oh, I cannot get on with that; I must let that run." That is so unless he has a friend with him who can fill up the forms.

3551. Now I am going to ask you about the railways and the privileged cabs; do you think that the system of privileged cabs at the railway stations is an advantage to the public?—That I do not; I might say that I drove a privileged cab in Victoria for one man for over five years, and at that time there is no doubt that the cabs in Victoria were the best in the neighbourhood.

3552. May I ask when that was?—That was for Tom Cane; it would be from about—not confining myself to a year; I have rather a bad memory for dates—from about 1876 to 1881.

3553. And you drove at that time, and you think the cabs at Victoria were the best in the neighbourhood at that time?—At that time, yes.

3554. You do not think that the system was a convenience to the people coming in?—No, the public are very much dependent on what are known, to use a cabman's term, as bluchers, that is cabs that have to follow in. I may say, "How many bluchers did she call"—that is a big train; that is to say, how many cabs were required off the streets besides the privileged cabs. Take the Brighton express or the Portsmouth express at Victoria in the morning, it is the custom for the cabs in the Westminster district to go down and to wait round the station to see whether the express wants more. There are more cabs needed for that train than the privileged system supplies, and if it happens to be a wet morning the passengers have to wait and carry their luggage out in the street and get cabs in the best way they can. The porters are not allowed to go outside, only outside porters; directly they go outside to get cabs they have to charge so much, so it is not infrequent, even up till

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to-day, to see at Victoria and many other stations where long trains come in that need a great many cabs, the passengers waiting, and they have to wait much more even, if there was a greater demand for cabs in the streets. I have not had an opportunity just lately to take the numbers, but numbers could be collected, of the cabs each station requires beyond its own privileged few.

3555. Then you mean that as far as your experience goes the privileged system might be done away with?—Yes.

3556. And that the public would not suffer any inconvenience?—As evidence of that I think you will very rarely find a scarcity of cabs at Waterloo; that is an open station where there are no privileged cabs, each one who has a decent cab, and has not misbehaved himself in the station, can enter that station by payment of a toll; and there I do not think you will find any scarcity of cabs, although there are more cabs needed at Waterloo than at any other station in the whole system.

3557. Now I am going to ask you if you have given any attention to that strange thing in the corner of the room there, any machine for testing the distances travelled, or any similar machine, what are called taxameters?—No, I have not.

3558. Have you ever heard them discussed among cab driving people?—Yes, and I believe that different machines have been tried, not in my time, but previously, or if they were in my time it was when I did not take much notice, and they have generally proved a failure. I do not know the merits of that machine, but it has generally proved that there has been some way of tricking them, either by backing the horse or turning round a few times, or something of that kind. I have heard men that have used them say, that by backing the horse with the machine on force puts it all out of gear, and in congested traffic you will find that it is often necessary to back. I do not know this particular machine.

3559. This particular one we happen to have it in the room and we examined carefully into it the other day; but as far as you know, there is no general desire in the cab driving community to have mechanical contrivances of that sort introduced?—I think not; I think it would be very much against the proprietor's interest.

3560. (*Mr. Whitmore.*) The proprietor's interest?—Yes.

3561. Why?—Because if the bare fare were paid it would really be impossible to pay the tariff that is charged to-day. Some portion of the public pay liberally from benevolent motives, and a portion because they do not know the fare.

3562. (*Chairman.*) Now I want to take you back; I ought to have asked you this question before in strict order, but I omitted it. We were speaking of the system of testing men at Scotland Yard before they come to drive, and we gathered from you that you think it is a mere farce, and that the testimony of the two witnesses who were asked for their opinion is not worth anything as to the fitness of a man to drive?—No, not anything.

3563. I was going to ask you what is your experience of the class from which, as a rule, cab drivers come; do they come from all classes indiscriminately, or do any great portion of them come from any particular class?—My own experience is that a great many of them have been butchers, some come from the skilled trades, and there is no doubt a great many of them make their applications and say they have been coachmen, but they never have, but they happen to have worked in a stable perhaps for a few days just to get that recommendation, have a friend in court, or something of that kind, or a friend who will give them that recommendation. A great many butchers, cheesemongers, barmen—a great many barmen—and I know a few old professionals.

3564. Well, of course, gentlemen's coachmen, and butchers, and cheesemongers, and people who have driven tradesmen's carts, they would all be, from the nature of their previous avocations, more or less conversant with the practice of driving?—Some of them.

3565. Taking them in classes, those sort of people would have of necessity, as a rule, some practical acquaintance with driving?—Yes.

3566. Are the people who have had such preparatory acquaintance with driving the majority, or do the majority consist of men who have never driven, as you say, barmen and people from indoor occupations?—Well, speaking roughly, I should say that they come from all classes.

3567 Yes, but would you be able to say, quite roughly, of course, whether in your opinion the majority of cabmen have had previous experience of driving, bonâ fide experience of driving, or not?—The majority?

3568. Yes?—Well, I should think it would be half one side and half the other.

3569. Not more than that?—A great many of the stable chaps, horsekeepers, who are licensed have had no practical knowledge, no more than a man shovelling coal for an engineer has any knowledge of driving an engine.

3570. Quite true. Then it would not be safe to say that in the case of any particular cabman the chances are in favour of his having had previous experience?—I hardly follow your question, sir.

3571–2. You would not say that the great majority have had previous experience of driving before they come?—No, I would not.

3573. A little while ago you said something about shelters and cab stands, and I interrupted you at that point, because it did not seem to fit in quite with what we were talking about, but I should be very glad now if you would give us your opinion, in your own words, about cab stands and cab shelters. They are two different subjects, of course, but still they are connected with one another?—Well, of course, the police report figures say that there is accommodation for a certain number of cabs. Yes, well, that is on paper. The accommodation for cabs is generally round perhaps Euston Square, Red Lion Square, and out-of-the-way places where cabs are not needed. If a careful examination was made of the standings used really for cabs, business standings, not merely rests, that is, where cabmen put on for the purpose of obtaining a fare, I think it would almost be reduced to a quarter of the number which are enumerated in the police report. I know there is a difficulty. I might say that during my experience as a cab trade union officer, I tried, and was successful in getting several standings appointed, one outside the Metropolitan Station at Westminster Bridge was appointed on my intercession. There is another one outside here and one at Dean's Yard, Westminster, where cabs are needed, but if the ranks are put round in out-of-the-way places they are of no use. Commercial men and men about town, now, directly they come out of a restaurant or house of business, want a cab in front of them or else they do not want it at all, and I think that could really be easily supplied in the Strand. It has been suggested before, if the congestion of the traffic of the Strand demands some drastic move, covered standing or standings on the Thames Embankment could be made which might feed as several other standings do to-day, one or two cabs at different points in the congested parts of the Strand, and would really act as rests, as we call them, or obelisks, and really regulate the traffic. Now the one in Pall Mall. For years the appointment of that standing has been advocated by the different associations, both of proprietors and drivers, as far back, I think, as 1874, that stand was suggested, and only about two years ago it was appointed, and I believe it is found to work very well on the whole.

3574. (*Mr. Hopwood.*) The one in Pall Mall?—The one in Pall Mall, in the centre. It is a convenience to the public, and saves wear and tear, and although some people might say there are cabs up and down the sides, yes, there are some up and down the sides, but those that are standing still are not going up and down the sides. But anyone who cares to watch will find at Northumberland Avenue and ranks of that character, the Army and Navy Stores, where there used to be a standing, that wherever there is work to be had the ranks are always full. You will find now, I suppose, at this particular moment nearly 300 cabs round the different ranks, just round the Metropole, the Victoria, and underground station at Charing Cross, because that is the field where they can make sure of having a fare within a reasonable time; but if you make a standing in some out-of-the-way part where, if they were to put in this morning they would stay till it was time to go home, you cannot expect men to stay there.

3575. (*Mr. Whitmore.*) Do you think the stand in Pall Mall has diminished the number of cabs moving up and down each side?—Oh, yes, it must do so.

3576. (*Mr. Hopwood.*) Partly because the club porters will only call a cab off a stand?—That is so. Of course it is necessary to have the same co-operation by the public which is extended by the hotel proprietors, of making a practice, unless specially directed by their customers, to call cabs from standings.

3577. (*Chairman.*) Now I am going to ask you a question about the shelters. According to your experience have the shelters been very beneficial to the drivers?—Not really as a shelter, only as an eating house.

3578. Well, but even as eating houses, do you think that they tend to promote sobriety and wholesome living?—I do not think so.

3579–80. You do not think it makes any difference?—No, I will tell you why. As a rule when a man has a glass of beer he might have a cup of coffee if he had a choice of the two, but I can assure you that if you went into a shelter and asked for a cup of coffee they would not care much for your custom; they want the man that has a feed generally. I am sorry to make that statement, but it is so.

3581. (*Mr. John Burns.*) They want a man who will have a steak and potatoes and coffee?—Something with the coffee. If you went into an ordinary shelter within the radius that I mentioned as a field of operations—2½ miles of Charing Cross—for a cup of coffee, you would get a black look from the attendant, because out of your penny it would be impossible for him to have any profit after paying his rent to the shelter committee.

3582. (*Chairman.*) What I was submitting was the case where a man has a meal and drinks coffee with it instead of beer; are there not such cases as that?—Very few; they are quite the exception. When a cab driver goes for his dinner he very rarely goes for his dinner to a public-house, he mostly goes to a coffee-house or a shelter.

3583. Yes, but I mean in a shelter; do not the men get their dinner and coffee with it in a shelter?—Occasionally, the same as they do at a coffee-shop

3584. (*Mr. Whitmore.*) Is it cheaper—the meal—than at a coffee house?—No. I might say I could give you very practical information of that sort; I happen to be a coffee-house keeper myself. I charge 1½*d.* a pint for tea, while the shelter people get 2*d.* That you can bear out by their tariff; it is a printed tariff, it is not a matter of assertion; and I serve more cabmen.

3585. (*Chairman.*) In what way do you think the shelters have been an advantage?—There are some shelters which are an advantage, where there does not happen to be a coffee-shop near, but whereever there is a coffee-shop near, the coffee-shop is preferred by the cabman, because he has more comfort. There is only room for a limited number of men in a shelter; you will find some shelters where the men will have to order their food, wait outside while it is being cooked, then come inside and eat it as quickly as they can and go. I could give you one or two shelters where you could go and see.

3586. (*Mr. Whitmore.*) At a place like Piccadilly, the shelter there on a winter night is really useful as a shelter, is it not?—Oh, I think so; the only thing is that they do not provide sufficient accommodation; they are very small.

3587. (*Chairman.*) I think you said just now when you were talking about the Strand, that as a trades union officer you had tried to get the stands increased?—Yes.

3588. I only wanted to get that point out of you; are you now an officer of the union?—No, I am not, sir; I take a part in most movements, but only as a free lance.

3589. But you have been an official?—Yes.

3590. Were you so for many years?—Two years as a paid official, but I have held minor offices always in many of them.

3591. You told us to-day you only spoke for yourself and not for the union?—Yes, that is so. I was giving you my experience; I am looked upon by the men, I might say, as a representative man, and they come to me for data and so forth. But I am the largest shelter-keeper in London to-day, that is to say, I serve more cabmen and have to deal with more cabmen than anyone.

3592. (*Mr. Whitmore.*) As a coffee-house keeper?—As a coffee-house keeper.

3593. (*Chairman.*) In the evidence you have given or will give to-day you do not commit the organisation, you merely give your experience, an individual opinion?—That is so, yes.

3594. (*Mr. Cunynghame.*) You have told us now, I understand, that you have a coffee-house or a shelter?—A coffee-house, sir.

3595. So you are not driving now, you have ceased?—I have not driven since 1890, at least, the beginning of 1891; I drove up to 1891.

3596. In reference to stands, we have had evidence that it would be more desirable there should be smaller stands placed in better places; do you coincide with that view?—My qualification of that is that—I have alluded to the Strand as an example—it might be possible to have large standings on the Thames Embankment.

3597. I will come to that presently; you will find I shall bring you to what you want, I think Would you be in favour of smaller stands in better places where the men would have to wait less long?—Yes, similar to the stand in Pall Mall.

3598. Now, you have given us an idea of what may be termed reserve stands; that is to say that, in a bye-street, where they do not do much harm, there should be a large stand; in the more crowded thoroughfare a small stand; and then men should work up from the large stand to the smaller stand when their turn came?—That is so.

3599. That the big stand might act as a feeder to the small stand; that is your idea?—That is my idea. The public are getting tired of crawling cabs and the congested state of the traffic.

3600. Not alone to get rid of crawlers, but for their convenience?—It is well known that crawling is equally offensive to the cabmen as it is to the public, only he has no alternative but to crawl.

3601. All the best cabs, I understand, do crawl, the best hansoms?—No, that is not so. If standings are placed in such places as Pall Mall, Piccadilly, right direct where cabs are needed, well then the best property will use those neighbourhoods.

3602. But I am asking, if you do not mind, what exists. Is it not the fact that the best hansoms, for instance, with india-rubber tyres, do not stand much upon stands, but take their fares when they are in movement?—That is said to be the fact.

3603 Do you agree with that?—Oh, yes; that is because there are no stands in such places where they are needed.

3604. Never mind the reason, let us get the fact. That is the fact?—That is so.

3605. Now, with regard to the passing of cabs. Have you known, personally, any cases of bribery in passing a cab, 10*s.* under the seat, or anything of that kind. Have you seen it done yourself?—No, I have not seen it done myself.

3606. Is there any case that you know, in which you are acquainted with the whole circumstances, any details, or is it only by report?—Well, as I said, I do not think it is so much the case to-day as it was in years gone by.

3607–8. Would you kindly tell me, have you known an actual case in which you have been acquainted with the whole details?—No; not where I could give the name, date, and time.

3609. You have told us that there are differences between cabs and hansoms, some better, of course, and some worse?—Yes.

3610. Can you give us, first, with regard to hansoms, an idea of the cost of a very good hansom, completely turned out, and an idea of the cost of some of the worst, to give us an idea of the difference in price?—That would be taking a new one.

3611. A new one in each case. I am speaking of a first-rate one compared with a bad one?—It is possible to get a cab built for 60*l.*, and you could go as high as 120*l.*

3612. That is a hansom?—Yes.

3613. And a four-wheeler?—Well, I suppose the same figures could be given, although it is very high;

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I do not know of one at the present time that is fitted so elaborately as to cost that amount.

3614. I am speaking of what cabs are. You may say that some of the cabs that are in use have cost twice as much as others that are in use?—Oh, yes.

3615. I understood you that you do object so much to the charge of 2*l.* for licensing cabs, provided that whatever balance was over was spent in better accommodation for the cab stands and so on. That is your position, is it not?—That is my position; because to a small proprietor it would be a very small matter; it would be only a very large matter to a large one, and about 2*d.* a day for the driver if he had to pay the cost.

3616. With regard to first and second class cabs, you have told us, I believe, you would be in favour of second class cabs, at all events, with different prices to the public?—Yes. That exists so now, although it is not legalised.

3617. Could you indicate to us, roughly, the kind of division of price you would have; can you name what price you would charge for a first class and what for the second class?—Well, by time I think 3*s.* for the first class, 2*s.* 6*d.* for the second.

3618. Yes; and by distance?—Well, for really a first class appointed cab about 8*d.* a mile, I think, is paid to-day; a great many of the public make a practice to give 1*s.* 6*d.* in a 1*s.* fare for a good vehicle.

3619. Can you please give us what you would make a legal charge, for your first-rate cab; and what for your second-rate cab. Just indicate roughly, kindly, in each case?—Under existing circumstances, I should say, taking property as it is, 8*d.* and 6*d.* per mile.

3620. Now, with regard to sixpenny fares, do you think it would be advantageous or not that a cabman by putting a placard on his cab, a conspicuous placard, should be able to announce to the public that he was willing to take sixpenny fares, in such place as the City particularly I mean?—Oh, yes; I think that the whole cab service, so far as between hirer and driver is concerned, ought to be, if I may use the term, revolutionised. I believe cab proprietors and cab drivers are very much behind the time, as far as enterprise is concerned. You quite understand this is my own opinion, and I am not speaking on behalf of a large or small section, that if sixpenny fares existed to-day within different radiuses, that is, within a mile of Ludgate Hill Circus, within a mile of Charing Cross, or within radiuses of the kind similar to the cheap 'bus fares in the congested districts where commercial and business men and men about town move all day long they would be beneficial to the public, would very much reduce crawling cabs, and would be remunerative.

3621. But I want to come to this: would you legalise those sixpenny fares by enabling the cabman to put out a sign saying, "I am taking a sixpenny fare," or would you make that compulsory? That is what I want to know, the mode of doing it?—Well, I think it should be voluntary, that is, taking the Act. You see you have to take things as they are. If we had a board existing of cab owners and cab drivers and the public for the purpose of carrying on the business in the best possible way, well then I dare say an arrangement might be made not only to have sixpenny fares, but to advertise them the same way as railway companies do in all the theatres.

3622. I want to know, as things are, whether you would have it voluntary, that is to say, a man should have a right to hang out a ticket, "I am a sixpenny fare man for this hour," and go to another part of the town and take it in again. Would that suit you?—He has that right now.

3623. No, he has not got that right now. Forgive me, he can do it now.

3623*a*. At all events, it is not done; you never saw such a red label, or anything of that kind?—No, quite so.

3624. Now as regards the limitation of cabs. I understood you to say that your ideas of the limitation of the cabs and drivers were in the interests of the public?—Yes.

3625. Are you of opinion that the limitation of the number of cabs could be effected by a compulsory improvement in their quality, by rejecting the bad ones, and going on rejecting them?—That would be one way of reducing the cabs.

3626. Would that be a good method?—Well, I should think so. There are many cabs passed now which are of inferior quality, which work in the suburbs and belong to small owners. So it is a very difficult question. I think the examination of the cabs should be efficient. But what are you going to make your standard?

3627. I am only asking whether that limitation might be effected by insisting on a much better standard of cab altogether—gradually bringing it in, of course, so as not to be too severe on people, at first, who have an inferior cab?—Slightly, only slightly.

3628. Now then, I will come to the limitation of drivers. You have told us you think there are too many drivers' licences out; do you think that in the same way the limitation of drivers might be effected by gradually weeding out from among the drivers those who have got a thoroughly bad character, who damage the trade by a bad character, and who are incompetent in driving?—Yes, by refusing licences to those who do not pass the driving examination.

3629. Exactly; and possibly refusing licences to those who are convicted over and over and over again of offences, of being drunk, would that effect it, in your view?—Oh, yes, it must reduce them.

3630. Now, the cab radius that you spoke about. You are unwilling, I understand, to have a circle of five miles; you think that might act prejudicially?—Yes.

3631. Still, I understand you to be in favour of an extension of the four miles?—Yes.

3632. What I want to get at is this: can you suggest to us any mode of fixing that radius which it would be easy for the public to know and avoid disputes?—Yes.

3633. You will understand me, if you simply draw it on a map deposited at Scotland Yard; it would be very difficult for the public to know what the radius was, and perhaps the cabman, too; how would you get at that?—Why, by abolishing the cab radius, and establishing a five-mile distance, measured by wheel, we will say to Hammersmith, and all the main roads in the district, and instead of putting the post as it is to-day, just in the Hammersmith road, you erect a post or paint a post, paint one of the lamp posts in the neighbourhood a certain colour which indicated that it was within the five-mile radius.

3634. And then you could draw a straight line from post to post like a ring fence round the whole metropolis. That is your idea of doing it?—In different districts.

3635. That would be your way of doing it?—Yes.

3636. Now, then, with regard to bilking. You told us that you thought there should be a power of making it an offence, at all events, for a passenger to refuse his name and address, or to give a false address?—Or to give a false address.

3637. Now, I want to go further than that. Do you think any power of arrest ought to be given to a cabman, of handing men over to a constable?—Well, I think if they refuse to pay a fare in front of a constable that he ought to have power, at all events, to retain them at the station to see that their address was bonâ fide.

3638. I will suppose a driver had taken an old lady into the suburbs where there were not any constables about, and he said, "My fare is 4*s.* 6*d.*," and she said "No, it is only 3*s.* 6*d.*, and that is all I will give you." Now, would you give the cabman power to push her into the cab and take her against her will to the station?—No, certainly not; that is not a bilk, that is only a matter of amount.

3639. Now, then, supposing that a man had bilked a cabman early in the day, and that the cabman saw that man who had bilked him later in the day—had bilked him by taking a drive and then laughing at him and telling him he had no money—which is a thing that is sometimes done, would you give him power to arrest that man by force and take him up as he would a thief?—Only to obtain his name and address.

3640. Yes, but still you would give him power to lay hands on him; we must contemplate clearly what we are going to do?—Well, I think, previously to that that he ought to have made some declaration either at the police station or at the police court.

3641. Apply for a warrant in fact; but armed with a warrant you would give him that power of arrest?—Certainly, I think it would be safe.

3642. In the case of a warrant I think I agree. Are you aware of the change made by what is called the Summary Jurisdiction Act of 1879, in the rights of cabmen, and that, perhaps by an accident, their rights conferred by a previous Act were taken away from them?—That is so.

3643. You would be in favour of restoring those Acts?—Yes. I will tell you why I would. The law on the one hand compels them to drive a man while it does not compel him to pay; so it is all one-sided.

3644. Are you able, of your own personal experience, to give us a case of bilking?—Oh, yes.

3645. Have you been bilked yourself?—Yes.

3646. Will you tell us the circumstances?—My last case that I remember definitely was in 1890. I might say in the summer of 1890, I drove one of the best lots then in London, for which I paid the owner a guinea a day; and I was engaged at Waterloo Station by two men who looked like the ordinary swell cab rider, and drove them about from restaurant to restaurant, and one or two places shopping, and they left me at St. James' restaurant at the finish——

3647. After how many hours?—After seven hours. Expecting them to come out I waited till 10 o'clock; pouring wet evening it set in, in the summer, and I was in great trouble—I had a wonderful good horse—about having the horse out so long; I could not very well leave the fare, and I happened to see one of my fellow servants—we call them fellow servants, you know—going home to change. I said "Tell the governor I "am afraid I have got a bilk here." At any rate I waited eight hours and a half, went all over the restaurant——

3648. You found they had gone out at the other door, I suppose, into Regent Street?—Found they had gone, and consequently I had to start my day's work at half past nine at night, and that was only a concession, breaking the regulations of the yard, to get a horse at all.

3649. Several cases of that kind have happened to you, I suppose?—Several.

3650. (*Mr. Lough.*) Did you ever see those men?—Never any more.

3651. (*Mr. Cunynghame.*) One more question. You have told us that you think a large number of cab drivers in London are very inexperienced in driving?—A large number of them when they commence.

3652. But would you be prepared to say that the number of accidents caused by the bad driving of cabs is larger than that caused by the bad driving of vans, and broughams, and carriages?—No; I could not say that, because I know it is the reverse.

3653. How then do you account for the fact that the class of men, which has the greatest proportion, I suppose, of bad drivers among it, has the less accidents?—I do not know that they have the greatest proportion of bad drivers amongst them. I do not take that stand.

3654. I see. Taking all drivers, you would say the proportion is not much worse among cabmen than among the general drivers in London?—Oh, no. I only say, as being public drivers that there ought to be greater caution than there is.

3655. (*Mr. John Burns.*) Do you consider the age of 18 too low for a licence?—Yes.

3656. What would you put it at?—Twenty-one.

3657. Do you consider that a cabman should be asked for 5*s.* for his licence?—Yes.

3658. Are you in favour of limitation of licences by raising the standard of qualification and examination, or by allowing a certain period to elapse until the margin of drivers had been reduced to something like what was necessary for the number of cabs; which of the two systems?—Well, I think that both are necessary.

3659. Both?—That the examination is very necessary, and that the proportion of drivers should be sufficient to work the cabs with sufficient odd men.

3660. With a margin sufficient for holidays, rest, and so forth?—And especially that the licences should be granted in the most unprofitable months.

3661. Have you considered raising the standard of disqualification for holding a licence? What offences, misdemeanors, or crimes should in your opinion disqualify a driver from carrying on his trade and having his licence?—That is, taking that each offence is tried in the courts and not by report.

3662. That is so?—Drunkenness, furious driving, overcharge.

3663. Cruelty to animals?—Cruelty is a very wide question, because it is very often promoted by the proprietor. The majority of cruelty cases are for driving lame horses, if you search the reports I think you will find so, and horses with sore shoulders.

3664. And you are in favour of the standard of disqualification being raised?—Oh, certainly.

3665. Do you consider that proprietors should have the privilege of allowing their sons to take out a licence at 17 years of age, or one year sooner than a man who was not the relative of a proprietor?—No, I do not.

3666. What have you to say with regard to cabmen's earnings?—I see before the Labour Commission you said that "in 1869 cabmen's wages were 50*s.* per week—"they have now been reduced to 30*s.* or 35*s.*" Do you still adhere to that?—I think they are still reduced.

3667. You think they are lower still?—I am sure the standard of living is being gradually reduced by cabmen themselves, even within these last 12 months. By my own personal observation as a practical coffee-house keeper I know that where they used to spend 10*d.* or 11*d.* they only now spend 7*d.* or 8*d.*

3668. (*Mr. Whitmore.*) A day?—No; when they have what they call a "square meal."

3669. (*Mr. John Burns.*) And as their wages and spending power have diminished, has the price of cabs disproportionately increased?—Since when?

3670. Since 1869?—Generally, yes.

3671. To what do you attribute this diminution in the earning capacity and the spending power of a cabman, to an excessive number of cabs?—Well, the want of employment for the number of cabs that there are now on the streets.

3672. Excessive number of cabs, one reason?—Yes.

3673. Increased competition of other methods of travelling?—Yes.

3674. And does that necessitate the cabmen being on the street a longer number of hours than 10 or 15 years ago?—Yes.

3675. Do the cabmen work longer hours generally than they did 10 or 15 years ago?—Yes, they have many facilities for so doing.

3676. With regard to police courts, is there not a general impression amongst cabmen that cabmen do not have justice meted out to them at police courts?—Yes.

3677. What is your experience with regard to the time, the attention given, and the preference, if any, given to witnesses hostile to the cabman over the cabman himself? Have you any experience?—Well, I have had a very wide experience, because, as an officer, I have been in the court sometimes. It is almost a saying amongst cab drivers, "I will plead "guilty, I shall get off cheaper, I want to get away." One will say to the other, "Up you go, hurry up; "just plead guilty; if you plead guilty you will get off "cheaper." That is thoroughly well understood at the West End courts, at all events.

3678. At what courts does that condition of things apply?—At Westminster, Marlborough Street, Bow Street; not in the City.

3679. (*Mr. Cunynghame.*) Do you mean men plead guilty who know they are not guilty?—Yes; oh, yes.

3680–1. (*Mr. John Burns.*) You said in your evidence before the Labour Commission that frequently 90 cases were taken in a period in which a magistrate could not do justice to 20 or 30. Do you still adhere to that?—I do. The Report for 1892 gives 60 per week for petty offences, and 12 for offences which I enumerated just now, which should go against the men.

3682. But, generally speaking, there is not sufficient time and attention given to the cabmen's cases?—Oh, no. It has been known for a magistrate to say, "Well, "those who plead guilty can pay the costs."

3683. (*Mr. Whitmore.*) Where?—Marlborough Street.

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3684. (*Mr. John Burns.*) Can you give us an instance of that?—I have not got the date now. I think probably some other witness will be able to trace the date out; I had it, but I cannot lay my hand on it.

3685. In the event of your coming across it, will you send it on?—Quite so; I will.

3686. What have you to say as to the relations between the police and the cabmen?—Well, the policemen nearly always have the advantage.

3687. Are the relations between the police and the cabmen better now than they were?—Oh, yes; I believe so, generally. The only thing is that although the fines are less than they used to be in years gone by——

3688. Do not let us deal with the fines. I am speaking now of the relations between the policemen and the cabmen?—In some localities.

3689. But, generally, the relations between the police and the cabmen are better than they were?—Generally.

3690. (*Mr. Whitmore.*) To what do you attribute that improved state of things?—Well, they have improved very much, I am bound to say, since about 1877 or 1878. Previously to that, very rarely was a cabman defended, but a powerful organisation came into existence which defended every one of their members never mind how petty the offence. The magistrates came to be very much more lenient; I think it can be borne out by figures that although there are very much fewer cab drivers, take the day through, than drivers of other vehicles, and although cab drivers work many more hours, and cause less accidents, there are more of them summoned than any other class of carmen or anything else for petty offences which other tradesmen and so forth might commit.

3691. May I sum up what I think was the effect of the earlier part of your answer, that you think the improved relationship between the police and the cab drivers has been caused by the care which has been taken in defending cab cases?—Yes; and a little judicious bringing their grievances before the public from time to time.

3692. That has made the police more careful about charging cabmen carelessly and recklessly?—Oh, yes. I might say these relations were greatly improved in Colonel Henderson's time as the Chief Commissioner; he gave a lot of consideration to the cabmen's side of the question; he was the first Commissioner who had given any consideration to the cabmen's side of the question.

3693. (*Mr. John Burns.*) Have you any remedies to suggest for improving the relations between the police and the cabmen?—Well, I think if there was a separate court, or a day set apart in some court, for hearing cab cases alone—that is, petty offences under the Hackney Carriage Act, and not such as furious driving or drunkenness, because they could be decided in the ordinary way in the ordinary court, but loitering, recovery of fares, and a man stopping to have his meal somewhere who gets summoned frequently, though he is bound to stop with his cab, he must do some stopping to rest his horse; I think if those cases were tried in a court away from the criminal associations of a police court, that greater justice would be done, and the public would reap the benefit of it in the long run. I mean, it was so in the hackney coach days; there used to be a court in Essex Street, Strand, where cases of that kind were tried.

3694. With regard to ranks, do I gather that, in your opinion, in all wide thoroughfares, squares, market-places, &c., such as Covent Garden, a cab should have liberty to stand, and that they should be accommodated in the vicinity of theatres and concert halls to a greater extent than now happens?—Yes.

3695. What suggestions have you for improving the conditions of the Strand at night time from the cabman's point of view?—Well, I think if the ranks now are only allowed just while the theatres are open, just when the theatres are what we call bursting, that is, over; if some standings were allowed at the bye-streets, say Burleigh Street, Wellington Street, Cecil Street, Savoy Street, two or three cabs at the end of each street, at the busiest times of the evening, and the public try to co-operate with the cabmen in taking cabs from those places, and hotels and that were induced to call cabs from those points, that it would reduce, at all events, the loitering in the Strand that much; it must do so.

3696. You believe that the diminution of congestion in the Strand at night time is simply a matter of arrangement and organisation?—Yes, by practical people.

3697. Is not your objection to shelters mainly to insufficiency of size rather than to any other reason?—Yes, insufficiency of size, and being, of course, over-rented.

3698. Is the rent too high?—Some of them pay a much as 12*s.* a week, I think, for a shelter.

3699. Is that higher than what would be paid for a similar space in a coffee shop?—Well, it is relatively very much lower.

3700. (*Mr. Whitmore.*) Are they rated, by the way?—No, they are not rated, I think.

3701. (*Mr. John Burns.*) No, I think the local authorities exempt them. Would you favour a different system of watering horses, the single standpipe and bucket in preference to the trough?—Oh, I think it is much better.

3702. With regard to privilege. It is urged by those who favour the privilege system that the privileged cabs at railway stations are a guarantee for lost luggage; is that so?—I think not.

3703. Is it true that the privileged cabs at railway stations are better as to property, and better as to class of character of drivers, than general street property?—That is not so. I think it is the reverse, taking it generally; there are a few exceptions.

3704. The privileged cabs are not so good as the general street property?—No.

3705. I want to ask you this on that question: does it frequently happen that railway station yards are emptied of privileged cabs whilst passengers are waiting for cabs on the platform, and there is a superfluity of non-privileged cabs outside?—Oh, yes.

3706. At Victoria?—Yes.

3707. At Charing Cross?—Yes.

3708. And at all privileged railway stations?—Yes. Very often they have to call up the others. You will see that at Liverpool Street.

3709. Upon that point, have you seen, rarely or frequently, passengers at Victoria Station, when all the privileged cabs have been out, go out to the pavement outside at the restaurant, and ask for non-privileged cabs, that in coming to them blocked up the approaches to the station?—Oh, yes; one of the worst stations I should think.

3710. Do you think that condition of things could be prevented by allowing, in fact compelling, all railway stations, as semi-public places, to let in all cabs up to their capacity of accommodation?—Yes, providing they were fairly good cabs.

3711. (*Mr. Whitmore.*) But you would give a controlling discretion to the railway company?—The same as they have, as to class, and number, and accommodation.

3712. (*Mr. John Burns.*) What have you to say, Mr. Beasley, about the inspection of horses, and horses and cabs being stopped by the officers of the Royal Society for the Prevention of Cruelty to Animals?—Well, my experience is that it has not been all that might be desired. I do not know for what reason, I am sure; they generally seem to direct their attention to the wrong class of animal. I do not know how it is. I suppose the more acute ones dodge them, and the innocent men get caught.

3713. Do you consider from your experience that the officers of the Royal Society for the Prevention of Cruelty to Animals are competent?—No, I do not.

3714. Would you have their powers exercised by a public authority instead of by a voluntary society?—Yes.

3715. Is there an impression amongst cabmen, or have you any evidence upon the point, that these officers sometimes exercise their power of inspection, to put it mildly, capriciously?—Yes.

3716. You think that public officers would not so act?—Oh, I do not think so.

3717. (*Mr. Whitmore.*) May I just ask, when you say public officers, do you mean the police?—Well, they have that authority now—the police; but, for what reason I do not know, the police exercise it much better in the City than anywhere else.

3718. (*Mr. Hopwood.*) I assume the officers of such a society have a direct incentive to obtain convictions, have they they not?—Certainly.

3719. (*Mr. John Burns.*) And you consider that that operates unjustly occasionally to cabmen as well as to cab masters?—To both.

3720. You do not object to this form of inspection ——?—Oh, no, I do not object to it.

3721. You do not object to it because it stops cruelty—horses from being worked; but because in its operation it does not stop so many horses as a more efficient system would?—It stops the wrong ones.

3722–3. Have you any experience of the sub-letting of cabs?—Cabs only, without horses.

3724. Yes. Both cabs and horses; take them separately?—Do you mean from a proprietor to what might be a poor proprietor?

3725. Let us take cabs only?—There is a little of that done; not so much as there used to be. Only some of the builders now who own cabs, let them to other owners while their cabs are being repaired.

3726. Do you know anything of the sub-letting of both cabs and horses?—No, not much.

3727. Would you think that there were 1,000 cabs and, say, 2,000 horses in London sub-let?—Sub-let for other proprietors to work?

3728. For other men to work?—Directly?

3729. Yes? That driver A., instead of driving for a cab proprietor as ordinarily understood, would drive for B., who neither had a yard nor stables?—Well, that might be so, in fact; but I could not prove it.

3730. With regard to the radius; you are not for a general change in the radius by making it five miles instead of four?—Oh, no.

3731. You said you were for the erection of radius posts; I presume you mean the nearest lamp post on the verge of the radius to be painted some distinct colour; is that so?—Yes, that is so.

3732. Are you in favour of the cabmen being paid a weekly wage instead of the present system of taking all over what the proprietor demanded?—No doubt it would be revolutionary, but, ultimately, it would be most beneficial to all, I think.

3733. Do you think that the present system of payment is best for the public and best for the men and masters?—I have not given the question a large amount of thought. The wages question has been talked over by a few, but as the driver has to deal directly with the fare, I am of opinion that the present system, taking the ownership as it exists to-day, is the best.

3734. (*Mr. Whitmore.*) I do not quite understand. It is rather important to know exactly what your view is. I thought you had said that you would prefer the system of payment by wages?—Yes, but it would need some other qualifications. I think it would be an unfair thing to say yes or no.

3735. (*Mr. John Burns.*) In theory you agree with the weekly wage?—Yes.

3736. But in practice, considering the relations of cabowner to cabman, and cabman to fare, and what is fair to the driver, the present system should prevail?—The relation of the fare to the cabman is a very important matter.

3737. Have you considered what would be the advantage to the public and to the cab driver and to the cab master of some method of ticket or automatic check?—The difficulty would be—of course I do not know the merits or demerits of any taxameter.

3738. Assuming that a mechanical check could be had which was perfect and could not be tampered with, and no collusion could take place between driver and fare, would you be in favour of the cabman paying all in to the master instead of the present precarious and gambling method of remuneration?—And receiving a wage?

3739. Yes?—Yes.

3740. Have you formed any opinion as to the change for the better that the ticket system has made upon the omnibus men?—No; I have not gone into the matter in detail—only what I have heard others say.

3741. The general impression is that the ticket system has improved them?—Well, not amongst the men themselves.

3742. But the general impression is, is it not?—Well, I believe the companies say so; they ought to be the best judges.

3743. (*Mr. Whitmore.*) The men do not like the change?—Well, if you ask me for my opinion, I think you will find that some of the men on the odd 'busses who have no ticket at all can pay in just as much or a little more than the companies' 'busses.

3744. (*Mr. John Burns.*) That is due to other causes?—The fact that they are always in their business, and a variety of causes; of course they profit really on the ticket system being adopted by others, because they are always on the alert.

3745. But the convenience and comfort of the public in travelling is considerably improved by the ticket system?—It is considerably improved; I do not know whether the ticket system has been the cause.

3746. Does the large margin of precariously employed odd men, or the large margin of unemployed men, lead to extortion from passengers on the part of those men when they happen to get odd jobs?—Oh, I think so.

3747. Then can it be taken that the most severe instances of extortion and abuse are more likely to happen from precariously employed odd men than from the regular driver?—It is more likely, sir.

3748. And that the incentive to extortion is greater with the odd men than it is with the regular driver?—They do not know whether they will do duty the next day or not.

3749. (*Mr. Lough.*) Speaking generally, you think the present system of control of the cabs is defective?—Very defective.

3750. I will just take the points. As regards limiting the drivers, which was one of our first questions, you said that there were 11,000 drivers for 7,000 cabs; how many do you think would be sufficient to run the 7,000 cabs?—9,000.

3751. You think the drivers' licences might be reduced by 2,000?—I do.

3752. I want a question or two now on how they will be reduced. You say no licence ought to be issued till 1st January?—Yes.

3753. That would only bring them down 300. You would want to take other steps?—Only 300?

3754. It would only bring them down 300 or 400?—How is that, sir.

3755. Because that is all that will be issued between this and January according to the present system?—But that is giving the men——

3756. I will get at it. Then you admit that the mere stopping of licences till the 1st January, according to the present system, would not be sufficient, would it?—I will say yes or no, but it will not be a fair answer? No, it would not.

3757. Then, what else would you do?—That is, taking the present system of issuing them every month, but if you call all licences in before next January, and issue them annually only, and tell men that unless they renew them in January they will not have the opportunity of renewing them again, it would make a very vast difference.

3758. We are not talking of quite the same thing?—No. I do not understand you.

3759. I will get it right now. Did you mean when you said no more licences till January, no more new licences, or that you would not even renew the old licences between this and January, which did you mean?—Oh, stop issuing new ones.

3760. Then that was what I meant by saying that that would only reduce you 300?—You must do it gradually.

3761. I want now to bring you on past January. What other steps would you take to reduce the number by 2,000? Would you only renew the licence of a man who had worked so many days in the year?—Quite so; illness, of course, would be an excuse.

3762. You would do that subject to illness or good reason?—Yes.

3762. How many days would you think would be sufficient for a man to work?—I think that the man ought to work 10 months during the 12.

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3764. Put it in days, 250?—250 days.

3765. That would cut out the butterfly drivers, if any remained?—Yes; it would cut out a great many butterflies and others.

3766. Would you refuse the renewal to old and feeble men?—Well, it would be drawing the thing very hard on them.

3768–7. But would you refuse all new licences on cabs until the number was reduced by 2,000?—That is so: yes.

3769. You said, in reply to Mr. Burns, that you would not grant any licence to a man under 21 years of age. Now, I ask you, in the case of a suburban small proprietor, would you license his son under 21?—No, I would not.

3770. Do you know what chair-marking is?—Yes.

3771. What is chair-marking?—Entering a date when a driver starts work for an employer, and when he is discharged, or leaves, in some peculiar manner, which indicates to another proprietor that he has done something wrong, and is not to be employed.

3772. Is chair-marking largely done by the proprietors?—Well, it is done by some proprietors. I am glad to say a great many will not acknowledge it.

3773. I am asking you about the number. Is it done by a large proportion or not?—Oh, not by a large proportion.

3774. What proportion would you think?—Oh, I should think about 20 to 30 masters would be the maximum.

3775. (*Mr Whitmore.*) Out of the whole number?—So far as chair-marking is concerned, yes.

3776. (*Mr. Lough.*) Do you know what the red book is?—Yes.

3777. What is the red book?—That is a system either of the association or associations by which a driver having taken out his cab and paid nothing for it, or a less sum than is a sufficient sum acknowledged by the association to pass him for that day is scheduled in this book, and cannot get a service with another association proprietor in that district, or a member of that association, until he has paid a sum to get his name erased.

3778. It is another system of protecting the masters—the masters protecting themselves?—It is a system of protecting masters themselves. Sometimes it is justifiable; other times it is not.

3779. (*Mr. Whitmore.*) This I should rather like to know: do you, from the cab driver's point of view, object to that last system, the red book?—As it is applied, yes.

3780. (*Mr. Lough.*) Are you in favour of maintaining the privileged system at the railway stations?—I am not.

3781–2. Do you know the privileged 'bus of the railway companies?—Yes.

3783. Do you think the 'bus should be licensed?—No; I think it would be a step in the wrong direction.

3784. What would you do with the 'bus?—As the proprietors have stood by and allowed them to increase so enormously, I think they must put up with them.

3785. And you would not license them?—The only thing is, I would watch that they did not ply for hire the same as an ordinary cab.

3786. That is done now?—No; I think the proprietors and the drivers ought to look after that themselves.

3787. Practically you would make no change in the present condition of the railway 'busses?—I cannot see my way clear. I think that the licensing would be a step that would bring them into competition for smaller fares.

3788. You said it was in Colonel Henderson's time that the greater sympathy, if I may put it so, between the police and the cabmen commenced?—That is so.

3789. Still, does it not go on in Sir Edward Bradford's time?—I see very little difference.

3790. That was all I wanted to make clear. You are of opinion that the cab cases are not fairly heard in the police courts now?—No, they are not.

3791. Is there not a special cab court in the City? A special day for cabs at the Guildhall?—I do not know.

3792. You do not know much about the City perhaps—There are very few summonses in the City, whereas there are 20 in the West End. There are very few cabmen summoned in the City.

3793. Do you know anything about this practice there?—Yes.

3794. Is it not true that cab cases are heard on Saturday morning at the Guildhall?—I do not know whether that is so now; it has not always been so.

3795. Is it not true that there is a special court at the Guildhall for small street cases, or is it true?—I am not certain about that.

3796. Now a question about the stands. Are the present stands close usually to public-houses throughout the suburbs of London?—In many instances in the suburbs.

3797. Now about the shelters. I want to ask you a question or two about that rent you spoke of. What is the usual rent of a shelter?—Well, without binding myself to figures, I think it averages from 3*s.* to 12*s.*

3798. Per week?—Yes; according to the locality.

3799. The man who is in the shelter has to pay that rent?—Yes.

3800. What does he pay it to—the Cabmen's Shelter Fund?—Yes.

3801. What is the Cabmen's Shelter Fund?—A benevolent institution.

3802–3. Well, do these rents enable it to pay expenses?—No; it is subsidised by the subscriptions, you know.

3804. On the question of the weekly wage: the present system is that the proprietor stops his charge for the cab first, and lets the man get what he can afterwards?—That is so.

3805. Would you be in favour of reversing that—to let the man stop his 5*s.* or 6*s.* first, and give the proprietor what remains over?—Oh, yes; I must be in favour of that.

3806. Do you think it would be an improvement, taking all things into consideration?—Well, probably, putting it the way you put it.

3807. Do you want to put it any other way?—Well, his stopping the money and the proprietor paying him a wage is a very different method; it might be the same amount.

3808. Do you know that that is done anywhere?—Oh, yes, in the suburbs it used to be the case in the old days.

3809. It used to be?—It was the custom for the man to have about 4*d.* out of 1*s.*

3810. Do you know that it is done in Berlin now with every cab?—No, I do not.

3811. You say it is done in the suburbs?—Yes.

3812. Where?—Sydenham.

3813. What is the practice at Sydenham?—Some of the proprietors had different terms, but the same system is underlying. Some of them get 10*s.* a week and their luggage money; others get no wages but 4*d.* out of each 1*s.* they earn.

3814–5. Fourpence out of every 1*s.*, is that the practice with some drivers at Sydenham?—With some drivers.

3816. They stop 4*d.* out of every 1*s.* they take?—They are supposed to.

3817. Does that prevail at Putney?—With some of the proprietors, yes.

3818. Does it prevail anywhere else? Richmond?—I do not know much about Richmond; Yes, I believe so.

3819. Does it work fairly?—Yes, oh yes. The men stop in their places there for many years. There is never any change hardly in the suburbs with drivers.

3820. So it does work fairly well?—Oh, yes; of course the conditions, the surroundings, are different, I mean.

3821. Now, just one question on bilking. Is it increasing, the number of cases?—Oh, yes.

3822. Why?—Well, I think, probably—it is no good ignoring the fact—the fact of the agitation against it has opened some unscrupulous persons' eyes as to what they can do, and they have availed themselves of the opportunity. That is one reason.

3823. Mr. Cunynghame asked you, whether, when a cabman finds a bilker who might have got away from him at first, you would like the cabman to hustle him into the cab and take him away, and you said you would not. But I ask you this: would you not allow that cabman to follow this man with his cab, say until they came to a policeman, and then ask the policeman to deal with him?—Oh, yes.

3824. If he paid nothing?—Yes.

3825. Just one question about the number of cabs, do you think there are too many cabs in London?—At present.

3826. How many do you think the cabs might be reduced by?—By a thousand.

3827. Do you know what a taxameter is?—Yes, I have heard something about it.

3828. Would you be in favour of it?—In favour of giving it a trial. I could not speak for or against it until I had seen it practically applied.

3829. (*Mr. Whitmore.*) I just want to ask one question about the privileged cab system. You say that works badly for the public because the supply of privileged cabs in the stations is very often insufficient for the demands of the public?—Very often.

3830. Would it not be possible to increase the number of privileged cabs?—Then it is not profitable to the privileged owner.

3831. Might there not be such an increase in the number as would meet the demands of the public and yet not be unprofitable to the owner?—I do not think so.

3832. So that you think that it is a necessary complement of the privileged cab system that the number of privileged cabs should not be increased upon their present number?—No, it is necessary that they should be limited.

3833. You said the large profits of the cab drivers have diminished of recent years: do you think that in consequence of that there is any less eagerness on the part of men to obtain licences and become drivers?—I should think, taking into consideration the number of the unemployed, there is less eagerness.

3834–5. Is that tendency so apparent that by the operation of the natural causes the number of licence holders may diminish steadily as the years go on?—No, I do not think so.

3836. We have heard from several witnesses that the general character and position of cab drivers have improved during the last 20 years?—Their conduct?

3837. Yes, their conduct and their intelligence?—No doubt about it, side by side with other workmen.

3838. But then, now that the profits are diminishing and the business is becoming a harder one, is the improvement still continued?—I think so. I think that the men are desirous to serve the public as well as they can; they only want almost educating how to serve them.

3839. You see my difficulty. On the one hand it is alleged, and I suppose with truth, that the profits of the cab drivers are diminishing, the business is becoming a less good one; on the other hand it is alleged that the character of the men who go into the business is improving?—Go into the business, not the men in the business.

3840. Well, go into it?—I mean the men in the business; do you mean the applicants?

3841. Yes, the applicants?—I do not know that there is any decided improvement so far as applicants go.

3842. The improvement, you think, takes place after the men have become cab drivers; it is not an improvement in the class of those who seek to become cab drivers, but an improvement which has developed as the cab driver goes on with his business?—No, my answer was that the cab driver had improved side by side with other workmen, that is, the sobriety of the workman himself generally.

3843. (*Mr. Bayley.*) When a cab proprietor has the privilege for a certain number of cabs he has to select the cabs that he will use for the job, has he not?—Yes.

3844. And as a rule does he not select the best of his cabs?—I should not think so.

3845–6. Why should you not think so?—I know it is not so, I could mention instances.

3847. Which companies are you speaking of or which proprietors that do not select the best of their cabs for station work?—Palmer, Birch, Holden, Hibbert.

3848–9. Phillips and Frickland?—No, they are nearly all privileged cabs.

3850. (*Mr. Whitmore.*) Are those large proprietors?—The very large owners have nearly all their cabs in, so that would not be a fair question, that is why I did not mention them; I may mention men now who have nearly as many street cabs, to my knowledge, as they have railway cabs.

3851. (*Mr. Bayley.*) Could you say positively from your own knowledge that these firms do not select the best of their cabs for station work?—That is so, it is only just recently that rubber tyred cabs have been in the railway stations at all; that proves what I say.

3852–3. (*Mr. John Burns.*) Would you allow me at this point to put this to the witness? You said, Mr. Beasley, that where cab proprietors have 40 privileged cabs and 40 street cabs, the privileged cabs are not better than the 40 street cabs?—No, that is my experience.

3854. Let us take another case; suppose there is a cab proprietor with 80 privileged and a cab proprietor with 80 non-privileged street cabs; in your opinion and experience which is the best class of property, the 80 privileged or the 80 non-privileged, generally speaking?—Oh, the non-privileged in appointments generally.

3855. (*Mr. Bayley.*) That does not touch the question of privileged or non-privileged; one proprietor keeps cabs of a certain class, another proprietor keeps cabs all of an inferior class, another one better and so on?—Yes, that is so.

3856. That has got nothing to do with the question of privilege?—The numbers are bound to be limited, I suppose; it is limited by the proprietary interest that the best cabs are outside the railways.

3857. We had a proprietor here the other day, Mr. Scott, the manager of the London Improved Cab Company, who said directly the opposite; is he likely to know a proprietor's business better than yourself?—I know from observation if you want a good lot you have to go away from a railway to get it, generally taking the locality.

3858. Does your remark apply to four-wheelers as well as to hansoms?—No. I should say there is very little difference in the four-wheelers; I should say the four-wheelers are the best in the railway stations because the proprietor can get the most money for them.

3859. For that reason they send the best cabs into the railway stations?—Because it is more remunerative.

3860. Certainly. Do you know what a station brougham is?—Oh, yes.

3861. Are the station broughams which are used at stations not better than the four-wheelers that are used outside the stations?—In some localities.

3862–3. (*Mr. Lough.*) At Euston?—Yes, in that locality; but it would not be fair to take one station; you must go all round.

3864–7. The Great Northern?—No, they are not.

3868. (*Mr. John Burns.*) Victoria?—Very much worse.

3869. (*Mr. Whitmore.*) How do you account for certain stations having a superior class of privileged cab?—I think that lies very much with the station authorities when they grant privileges. Some of the stations are very particular; for instance, the Great Eastern have always had the best privileged cabs in all my experience of any station in London, whereas at Victoria, of recent years, since one station master left there, the cabs have deteriorated very much.

3870. So that if the station authorities use their discretion wisely they might secure a good class of cabs within their stations?—Possibly.

3871. (*Mr. Bayley.*) It rests, in fact, with the discretion of the superintendent at each station what class of cabs come in or not?—Yes; and whether the privilege is remunerative to the proprietor to supply such cabs.

3872. But if the superintendent at each station says he will have none but good cabs he has them?—If the privilege is a bad one he has to take what cabs he can.

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3873. It depends upon the quality of the station and the character of the privilege?—That is so; yes.

3874. The licence should be the driver's character, should it not, when he goes from one employer to another?—That is what I think.

3875. I quite agree with you; would it not be a good thing to have a column on the licence stating the cause of the man's leaving, carrying out your own idea that the licence should be the man's character?—I see no objection to that myself.

3876. (*Mr. John Burns.*) You said you were in favour of another column on the licence for the man's character. Why not treat them both equally and have a column for the master as to his treatment of the man? Have you anything to say upon that?—Well, I do not see why he should not have the same opportunity.

3877. (*Mr. Hopwood.*) With regard to the privileged cabs, you have given us some interesting evidence by way of criticism, but I do not think the Committee have before them the scheme which you would adopt in substitution?—Oh, I thought perhaps they had. The scheme that I suggest is the open system as adopted and in practice now for many years at the South Western Company's station at Waterloo.

3878. Is it not the fact that the Railway Companies say that the Waterloo system will not apply to a railway station like Victoria from the insufficiency of the yard accommodation?—It may be that they say so.

3879. The suggestion, as I understand it, is that the yard accommodation is insufficient to enable the Company to insure a perpetual supply of cabs?—That may be so in some instances; that may be so at Victoria.

3880. Can you tell us, as you have considered the question, how it is that the South Eastern Railway Company abolished the privilege system and had to revert to it again?—Yes. The question of toll, no doubt, was a very great detriment, because the toll was at variance with the customary 1*d.* to 1½*d.* per cab, and there is no doubt that by making it 1½*d.* per cab for each fare, not per day, it was only the old property that would pay 1½*d.* I think that the difficulty really ought to be lessened by bringing it up to about what would be the revenue, granting that you give them any revenue at all, to about halfpenny per cab, then you would get good property.

3881. Is the Waterloo toll a penny per day or a penny per fare?—A penny per fare.

3882. And you would be in favour of a reduction from the penny?—Yes, either its abolition altogether, or a halfpenny I think would meet it.

3883. I assume the companies impose a toll of a penny per fare that they may first of all assert the right that they have to their private property, and secondly for the purpose of supplying funds for watering the yards and taking care of the shelters and so on?—For the purpose of revenue, I suppose.

3884. But do you think they make any revenue out of it?—Very few. I remember in the South Eastern that they pointed out that it took so many officials to look after the cabs, and they thought that the cabmen or the cab trade ought to pay for those officials, and that is why the toll was collected. Whether that is a just claim or not——

3885. I think we have your mind upon that part of the question. With regard to the omnibus, you put it to Mr. Lough that you are not in favour of licensing the ordinary station omnibus?—No, I am not.

3886. It is a step in the wrong direction?—I think it is.

3887. You fear, as I understand it, that if the ordinary station omnibus were obliged to have a licence the effect would be to drive the railway companies into the cab business?—Well, it would drive them into it. I do not attach much importance to it.

3888. It would admit as a precedent the doing of cab business by railway companies?—That is so.

3889. That is your objection?—That is one of the objections.

3890. Well, can you give us another?—Well, I do not know whether that objection embodies this, that they could be hired for a shilling.

3891. Would you make the railway companies direct competitors with the cabmen?—Yes, they would have to compete by Act of Parliament the same as the cab itself, whereas at present they do not do a fare under a certain amount.

3892. With regard to the sixpenny fares, would a suggestion of this sort commend itself to you, that wherever a cab was crawling along the street, that is, not upon a stand, that fact in itself should be a holding out by the cabman of his desire to take a sixpenny fare for a mile ride?—No, I would not commend that, unless it were universally accepted; you would find that the drivers would try to dodge it.

3893. I suggest to you that it should be universally accepted in this way, and that it should be made the law?—Made the law; oh no, I would not admit that.

3894. It is the law for a shilling?—It is the law for a shilling, but the law does not say that you shall not work for sixpence.

3895. It is not the law for sixpence?—No.

3896. That was altered by the Act of 1871?—Yes, by Bruce's order.

3897. Well, the proposition I make to you is that we should re-enact the sixpenny fare and make it a legal fare for one mile wherever a cab was not called off a stand?—I object, sir; if you ask for my opinion to another regulation by Act of Parliament being made as to sixpenny fares.

3898. Could you make the sixpenny fares merely a question of contract?—I think it ought to be a question that the owners and drivers ought to consider themselves as business men.

3899. That brings you to another point; you talk of the owners and drivers as business men; you have cognisance of the existing arrangements as to the cabmen's union, I suppose?—You mean as to the tariff?

3900. No, as to the powers of the union; there is a trade union, is there not?—Yes.

3901. Has the trade union which at present exists power to appoint a board of cabmen for consultative purposes to co-operate with the masters' association?—They have not arrived at that, that is not a registered rule yet. I would suggest it; that is an old suggestion of mine.

3902. It is clear to you, of course, that unless such a power is taken both on the part of the cabmen and on the part of the masters' association it would be impossible legally to establish such a board of masters and cabmen as you suggest?—Quite so, you mean for the purpose of arranging fares and so forth?

3903. An advisory board?—Oh, yes, I suggest that because I am of opinion that the cab riding, the patronage of cabs, could be very greatly increased if owners and drivers were more enterprising and advertised their fares the same as railway companies do.

3904. I am only following out your own line of thought and making something in the nature of a suggestion to you?—Quite so.

3905. One word as to police courts, and then I have done. First offences; would you be in favour of the issue by the police of a cautionary notice to a cabman in lieu of a summons whenever that cabman was charged or likely to be charged with a first offence?—What would be the nature of the offence you would suggest?

3906. For instance, crawling—I should put it properly plying for hire?—Yes.

3907. Or any purely hackney carriage offence?—No, I would not, because my experience of offences of that character is that there is a great deal of luck about it.

3908. I am not sure that I made my question quite clear to you, Mr. Beasley. The proposition is this, that where a police constable reports a cabman to his superior officer in order that the summons may be taken out against him for a hackney carriage offence, and the superior officer finds from the books in Scotland Yard that the man has not been charged before with any offence under the Cab Acts, the superior officer should have power to issue a written notice to the cabman by way of caution instead of applying to the police court for a summons?—For the first time.

3909. For the first time?—There could be no danger in it, but I am bound to say it is not the worst men that get the most summonses; it is more a matter of luck in these petty offences; four or five men have committed an offence at the same time; it is only the

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one whose number happens to be taken; it is a sort of jumble.

3910. It is obvious to you for what it is worth that a cautionary notice instead of summons would save a man having his licence endorsed, and save his spending time at the police court?—It would save him having his licence endorsed.

3911. You do not think much of the other part of it?—He is bound to go and commit the offence the next day, he cannot do otherwise. If you say plying for hire, he must ply for hire directly; he goes into court and pays a fine, he comes out again, and he has got no alternative but to ply for hire in the same manner almost.

3912. On the ground that there is not sufficient standing accommodation?—Well, of course I am taking things as they are.

3913–4. I have another suggestion to make to you for your approval or condemnation, and that is this, Mr. Beasley, that where a police constable reports a cabman to Scotland Yard he should send a deposition stating the facts upon which the summons is to be applied for?—That the police constable should?

3915 Yes?—Oh, yes, I think that he should.

3916. You are aware that he does not do that at the present time?—No.

3917. He simply makes a note of the number and of the offence, and sends it to the superior officer, who thereupon applies for a summons?—That is so, when the driver does not know really why he has got to appear until he hears the offence against him.

3918. The suggestion is that the constable should send a written deposition which should be furnished to the magistrate when the application is made for the summons?—I see.

3919. Do you think that would be advantageous?—I do think so. I ought to suggest this point, that the summons should be served direct to the driver, not to the proprietor at all, for petty offences.

3920. The summons, I take it, might very well be served together with the written deposition, both on the master and the man?—That could be so, but certainly the driver ought to know. My reason for saying that is, that now, very often, some of the proprietors, I will not say all, although there may be seven days' notice for a man to appear before the court, do not hand the summons to the driver until the very morning perhaps that he has got to appear. One other reason: it gives the proprietor a great deal of trouble, and it is not carried out; he does not trouble whether the driver is there or not; he never sends anyone to see.

3921. In your experience do cabmen often go to prison for nonpayment of fines for hackney carriage offences?—Occasionally.

3922. But it is not a matter of frequent occurrence?—Not of recent years, no.

The witness withdrew.

Mr. Daniel Chambers called in and examined.

Mr. D. Chambers.

3923–4. (*Chairman.*) How long have you been a cabman?—Seven years, sir.

3925. What was your occupation before you drove?—Coffee-stall keeper.

3926. Had you ever had anything to do with horses or driving before you took to cabbing?—No, sir.

3927. When you got your licence for the first time did the Scotland Yard people take any means to find out whether you could drive or not?—No, sir.

3928. (*Mr. Whitmore.*) You had to produce a certificate?—No, sir. Well, I had two householders sign my paper.

3929. Had you not to produce a certificate of competency as a driver?—No, I only got two householders to prove that I had been kind to horses and so forth.

3930. But not that you had driven before?—No.

3931. The first time you drove was when you got on your cab and drove it?—Yes.

3932. (*Mr. Whitmore.*) Were you very cautious?—I took very wide roads to begin with, you may be sure.

3933. (*Chairman.*) Do you come here to represent your trade union or to give your own opinions?—To give my own opinions.

3934. You are not sent here as a delegate to give the opinions of other people?—No, sir, although the opinions that I express are the opinions of a lot of other cab drivers.

3935. But you do not come here with a commission to say such and such things on behalf of the union?—No, sir.

3936. I should like to ask you a question or two before we leave that subject of the qualification: were you a Londoner?—Well, I may say I was, because I came to London when I was about seven years of age.

3937. Then you had been in London for several years before you took to cab driving?—Yes, sir.

3938. You knew your way about?—No, I did not.

3939. You had not even that qualification of knowing your way about?—I had not.

3940. You had never driven before, and you did not know your way about?—No, sir.

3941. Did the Scotland Yard people test you to find out whether you knew your way about?—Yes, they asked me four questions, and I answered two of them wrong; that is all they asked me.

3942. (*Mr. John Burns.*) And they gave you the licence?—Yes.

3943. (*Chairman.*) Then you must have had a most excellent character in other respects to carry you through at once.

3944. (*Mr. John Burns.*) Did a parson give you one of the recommendations?—No, sir.

3945. (*Chairman.*) Have you any opinions about the limitation of licences; in other words, do you think that any of the present evils which are complained of in the cab trade arise from too many men being licensed?—Yes, sir, I do. There are, of course, 15,000 cab drivers, and there are only 11,000 cabs; that means that there are too many cab drivers' licences for the quantity that are put in the streets, making the competition too great for us who have to drive them.

3946. Would you recommend stopping the issue of new licences for a time?—Yes, sir, I should recommend that, and also there should be a good many of the licences taken away from men who are holding two and three licences to compete with us. There is a 'bus driver, he can hold three licences under the present system; he can get a 'bus driver's licence, a conductor's licence, and a cab driver's licence, and, consequently, any time he finds there is more business he can go and deposit one licence at the station and take the other up. If you had one licence for one man it would limit them a great deal.

3947. Are you of opinion that the men are licensed too young?—Yes, sir.

3948. What would be the age you would fix—the lowest age at which a man could take a licence?—Twenty-one, sir.

3949. Are you in favour of having any more stringent examinations than you yourself were subjected to about driving and knowledge of London?—Yes, sir.

3950. You think the Scotland Yard people ought to take some means to find out whether a man could harness a horse and drive a cab?—Yes, sir.

3951. And could know his way about a bit?—Yes.

3952. Have you ever seen, in your own experience, anything in the way of bribery applied to Scotland Yard people to get a cab passed?—Well, sir, there is not the least doubt that by a young fellow taking a letter from a proprietor—it has come to my knowledge that there has been money sent down to Scotland Yard with that letter.

3953. (*Mr. Whitmore.*) Can you bring before us the actual case in which that occurred?—Yes, sir.

3954. You mean you know the names of the applicants?—Not only to a young driver but an old driver too during the present strike that occurred.

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3955. We ought to get that, ought we not?

3956. (*Chairman.*) Yes, if we can; perhaps the secretary could get the name and address of the drivers and send for them?

3957. (*Mr. John Burns.*) Could you supply the name and address?—I could, sir.

3958. (*Chairman.*) What this gentleman says arises from this: we were told in another case that a man would come here and testify to that kind of practice, and when he came he said nothing of the kind took place, or words to that effect. Should you think the man, if we got him here, would bear out what you say?—I think so.

3959. He would not object to come here and tell us? He admitted it to us and another committeeman during the recent strike; if he stood by that he could not get out of admitting it.

3960. Perhaps you will communicate to the secretary the name and address, and we might get him here.*

3961. (*Mr. John Burns.*) Of course if the man is granted protection. Do you think that if this witness were granted protection by this Committee or the Home Secretary he would be willing to disclose what you have just now hinted at?—I believe he would, sir; I do not think he would otherwise.

3962. (*Chairman.*) Well, now, according to your experience, what occupation and way of living do most cabmen come from; do they come from all sorts, or could you classify them, and say that the bulk of them come from any one or two sorts of ways of living?—I could not say, sir.

3963. They come from all sorts?—From all sorts and all classes.

3964. Do you think that a very considerable number come to it as innocent of driving as you did yourself?—I do, sir.

3965. You do not think that the majority of those who come to it have had any previous acquaintance with horses, harness, and driving?—No, a great number, would be in the same position as I myself, never harnessed a horse, and never drove one.

3966. You do not think we could assume the majority of cabmen never had any experience of horses?—No, sir, I should not say that in the majority.

3967. The last witness said about as many had as had not, about six of one and half-a-dozen of the other; would that be about true?—I could not exactly say; a great number, how many, I could not say.

3968. What you are able to say is that you do not think there is a majority that know anything about horses before they came to the cab-driving business?—That is so.

3969. They must at any rate be half and half, if not less than half?—No.

3970. (*Mr. Cunynghame.*) You have told us that you thought there were too many drivers?—Yes, sir.

3971. In proportion, as I understood, to the number of vehicles?—Yes.

3972. 15,000 drivers, I think you said, and about 11,000 vehicles, taking it roughly?—Yes, sir.

3973. As a fact, is it not true that some of those vehicles are driven by at least two men on the same day?—No, not a great many, very few do that work double.

3974. There are some at all events?—Some.

3975. What class of vehicle is that which is driven through the day by one man and at night by another?—That would be, perhaps, where there was what we call a little mush—that is, a man with one cab who with a friend would have two horses between them.

3976. Is that done in the yards of the large proprietors, for instance?—Not by more than two yards to my knowledge.

3977. There are two yards?—There are two yards; one in the Euston, where there are two horses for one cab, one night and one day; that is about the only yard I know of where it is done. In no respectable yard do they make them night and day cabs.

3978. Again, you told us that some men took out a licence as a 'bus driver and as a hackney carriage driver?—That is so, sir.

3979. What is the objection to a man possessing a double qualification, supposing he can do both things?—The objection is this, sir, that when there is a flourish in the cab trade this man deposits his licence at the nearest police station and takes up his cab licence, and thereby competes with the bonâ fide cab driver who drives all the year through, and depends solely and entirely upon the cab for his living.

3980. But any man is just as bonâ fide, I suppose, as another, as far as being a man of good faith and honourable conduct?—He may be in that respect, but it is not fair to the bonâ fide cab driver, who can only depend on that for his living, to have these men coming to the cab trade and competing with him.

3981. May I put it that by a bonâ fide cabman you mean a man who drives the same cab or the same class of cab day by day through the year?—That is it, sir.

3982–3. But from a general point of view, you seem to be opposed to a man practising more than one trade?—Yes, sir.

3984. On general principles?—On general principles, sir.

3985. You do not think, for instance, a man ought to be able to do both carpentering and blacksmith work, for instance, and be sometimes a carpenter and sometimes a blacksmith, according as times change?—Of course I cannot say anything about it; what I am speaking of is the cab trade; a 'bus driver, if he has a 'bus licence, should use it as such.

3986. Do you not think it is possibly to the advantage of a man himself to be able to do two different things, provided he can do them both well?—Yes, it may be to his advantage.

3987. But may it not be to the advantage of the whole trade, too?—No.

3988–9. If it is to the advantage of the individual man we assume that, supposing all the men in the trade do it, the total trade must be advantaged too; if each individual in the trade is advantaged, why is not the whole lot advantaged?—I cannot say why they would not be.

3990. (*Mr. Whitmore.*) Might I just on that ask you what you call a bonâ fide cabman? What I should call a professional cabman—a man who is a cabman and nothing else—does not want a second licence for another class of business?—No, sir, he does not.

3991. The cab business is sufficient to occupy all his time all the year round?—Yes, sir.

3992. And your suggestion that a man who has a second licence should cease to have that cab licence is because, without admitting men who have more than one licence into the cab trade, you have plenty of people who wish to work in that trade and who would give up the whole of their time to it?—That is so, sir.

3993. (*Mr. John Burns.*) Have you ever been before a magistrate for a cab case?—Yes, sir; several times.

3994. What were they?—Plying and loitering.

3995. Have you formed any opinion as to the method of treating cabmen before a magistrate?—Yes, sir, I think it is a very bad one. I have been before Mr. Newton, and when I have been summoned for plying for hire, and it has been said to me directly I got in front of the magistrate, "Guilty?" if I say "no," and I proceed with the case to the best of my advantage, I am generally charged a bit more than if I had said "guilty." They expect you and look to you to say "guilty"; otherwise, if you do not, you will have to pay for not saying "guilty."

3996. Is there something in the atmosphere of a police court, when cabmen are in the box, that suggests a spontaneous pleading of guilty, or is it suggested by the subordinate official of the court?—It has been suggested by the subordinate official. I have been at the Marlborough Street Court when they have been a bit shoved; I have heard it said, "All those who plead "guilty go and pay the costs."

3997. Who said that to you?—The sergeant.

3998. The sergeant in charge of the court?—The sergeant in charge of the court. He has come out and said, "All those who plead guilty, go and pay the costs." The man who is there with his cab knows that is the best way.

3999. Have you heard that?—I have, sir.

* *See* question 7408.

4000. What is the general effect of that kind of treatment on the cabmen? It does not discourage loitering, does it?—No, sir, not the least.

4001. It rather encourages it by making the punishment not fit the crime?—That is so, sir.

4002. What about the magistrates? Do you think they devote sufficient time and attention to the cab cases?—No, sir; I was at a police court last week——

4003. Which one?—Marlborough Street; and he got rid of about six cases in as many minutes; simply go up, "Guilty," a policeman gabbles over the information what was done and what was not done, and the magistrate says, 6*d.*, 1*s.*, the costs, or whatever it may be.

4004. (*Mr. Whitmore.*) What cases were they—what charges?—Loitering and plying.

4005. (*Mr. John Burns.*) Generally, is there an impression among cabmen that against a policeman he has no chance of being accepted?—Yes, the general idea all round of cab drivers in London is that he has no chance. I have often seen it in police courts where I have been present, where they have witnesses—two witnesses against the police constable—Mr. Hannay has said he believed the constable, he did not think a constable would come there to perjure himself. He believed the police constable and the defence too, and he discharged him.

4006. Do you think that an occasional visit from, say, someone appointed by the Home Secretary, unknown to the police officials, would, in your opinion, be for the improvement of the conditions under which cabmen are tried?—I certainly believe it would, sir.

4007. I come to another point. Have you formed any opinion as to what should be done with privileged cabs at railway stations?—Yes, sir; and it is the wish of the majority of the cab drivers that these stations should be open, for this reason, it causes a great deal of friction between one driver and another, which would be done away with, and they would like to see it done away with, and it would be much better for the horses that are put in the cabs; it would also take a lot of cabs from the streets of London, plying about the main thoroughfares of London, because they could go to these stations the same as any other cab.

4008. I gather from you that the abolition of privilege at railway stations would lead to rest and increased comfort for horses and men?—Yes, sir.

4009. Equalising the conditions of the cab trade for all who went in?—That is so, sir.

4010. And would be responsible for greater cab accommodation for the railway passengers who came in by train?—Certainly, sir.

4011. On what conditions would you have privilege abolished; those that exist at Waterloo Station?—Yes, sir, that would be the best way of doing it.

4012. Have you ever known a day in which, at Waterloo Station, there has not been a sufficiency of cabs for the passengers?—No, sir.

4013. Generally speaking, they are always sufficient?—They are always sufficient.

4014–5. (*Mr. Bayley.*) Were there sufficient cabs this morning at Waterloo Station; were there sufficient hansoms this morning?—I was not there this morning.

4016. (*Mr. John Burns.*) But is not that the case at every railway station between eight and ten o'clock in the morning?—Sometimes on a special occasion, such as Henley, it might be for a few minutes that there was not a cab in sight, but it is not very long before there are some cabs on the spot.

4017. Have you had any cases of bilking?—Yes, sir.

4018. Were they serious cases?—Yes, sir. One I lost my job over. He had me four and a-half hours.

4019. What is this one?—I was walking up and down Regent Street, and eventually two gentlemen called me at the Café Monier. I went there. They took me to two or three places in the Strand, and eventually ordered me to Barnsbury, stopping at different houses at the Strand, and at a café there. They went into a house at Barnsbury, the Offord Arms. There they were asked to sign a petition—a petition on the licensing question and the publican's compensation—and they did not know what name to give, and they asked one another what name they should give. That raised my suspicions that I was going to be done. They then took me up a little higher, and pulled me round to the side of a public-house where there was no thoroughfare, and said, "Are you going to have a drink?" I said, "No, thank you." I thought I would be on the box and keep my eyes open. Anyway, they went into the public-house and called me down. I went into the public-house and had a drink with them. One walked out, and the other one went to the door to look after his pal. When I went out they had both gone.

4020. (*Mr. Whitmore.*) Was that the same door that you came in at?—Both went out. They must have gone into a house quite handy. They could not have got out into the street.

4021–2. (*Mr. John Burns.*) When was that?—That is about three years ago, sir.

4023. When that happened what power would you have liked to have had to recover your fare?—Eventually I saw the same man that I took there at the Horse Shoe public-house.

4024. (*Mr. Whitmore.*) The same day?—No, some weeks after; I might say four months afterwards.

4025. (*Mr. Cunynghame.*) The Horse Shoe in Tottenham Court Road?—The Horse Shoe in Tottenham Court Road. I immediately got down and went after him. He pretended he did not recognise me. When I began to make a bit of a noise about not being paid, he said: "I have not got the money; give me your name "and address and I will send it on to you." Knowing that if I had given him my name and address, I should never have got it, I should have liked to have had the power to call a constable and have given him in charge, because there was not the least doubt he was a professional at the job.

4026. (*Mr. John Burns.*) Then is it your view, and so far as you know, is it the general impression amongst cabmen, that for severe cases of bilking like that a power either to take the name and address, or to lock the man up until he satisfied the police inspector at the station, should be granted?—That is so, because we can discriminate a great deal whether a man is a bonâ fide cab rider, a proper sort of gentleman you might trust. There is often a case you get hold of where you can tell by appearances that the man is all right, therefore you would not take those measures.

4027. Have you formed any opinion as to the insufficiency of ranks and stands being one of the causes of crawling and plying for hire?—Yes, sir, that of course causes a great deal of crawling about by the cabs, for this simple reason, that there are ranks put where it would be no earthly use to put a cab. There is cab accommodation in Russell Square, for instance, for 99 cabs. If a man went there he might stop all day on the rank and never do any good.

4028. Give us another example?—There is another rank in the Euston Road for a number of cabs; there is no possible chance of a job there, as the railways supply all the cabs; if a man were put to put his cab there he never would be wanted.

4029. You are not opposed to these ranks being in these particular places, only you complain that there are not smaller ranks close to districts where cabs are more in demand?—That is so.

4030. I gather from you you have no complaint against existing cab ranks except their inaccessibility from the existing cab area, and you would like small stands for a smaller number of cabs?—That is so. Pall Mall, for instance, that has been a very grand idea, putting cab ranks there for two or three cabs.

4031. And you would like the same at Piccadilly and various other places?—Yes.

4032. Have you formed any opinion with regard to there being one, two, or three classes of property in cabs, or are you only in favour of one class?—Well, I should like to see one class.

4033. The first class?—First class property.

4034. Have you formed any opinion as to the weekly wage instead of the existing system of payment?—No, sir, I have not.

4035. Any views about the radius?—Yes, sir, I think that the radius extends too far at the present time.

4036–7. Why do you say that?—At these radius posts there are what you may call local cabs, and to be taken right out of town for the money one can give you, 2*s.* 6*d.*, puts you in a place where there is no earthly

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chance of getting a job back at, say, a four-mile radius; but some are 4¾ miles. I reckon that a three-and-a-half-mile radius would be an advantage, because pretty well the whole of our living is got within three and-a-half-miles radius of Charing Cross, but it cripples your day's work when you get put down at these outlandish places; if you are taken to them you should be paid a better price than you are now.

4038. I gather that you, even if the radius were left as it is, would like the cabman to have a power of refusing a fare outside the radius unless he were paid more?—That is so.

4039. (*Mr. Lough.*) Just one or two questions: you said there were a great many too many drivers licensed?—Yes, sir.

4040. You want it cut down to 12,000?—Yes, sir.

4041. Can you give the Committee, from your own experience, any results of this extra competition; for instance, does it make it difficult to earn good wages?—Yes, sir, that was my idea when I spoke about the 'bus drivers.

4042. What I am asking you is, does it make it more difficult for a cab driver to earn a living wage?—I think decidedly, sir.

4043. Could you tell us what wages you earn year by year?—I suppose my wages would average about 25*s.* or 26*s.* a week all the year round.

4044. Is that year after year for the seven years?—Yes, sir, I do not suppose I have averaged any more.

4045. (*Mr John Burns.*) Is it better or worse?—There have been times I have earned more, sometimes I have earned less.

4046. (*Mr. Lough.*) Is there a tendency for it to improve or to go down?—There is a tendency for it to go down now.

4047. What time of the year do you find it hardest to earn your living?—During Lent, sir.

4048. (*Chairman.*) Is that harder than in the autumn, in August or September?—August and September are bad months, they are each about the same as during Lent; they average about the same during those months; August and September, of course, are very bad months.

4049. And October you begin to get a bit better?—No.

4050. (*Mr. John Burns.*) You do not get the hump in the warm weather, in August and September?—You do not feel it so much in the warm weather.

4051. (*Mr. Lough.*) Are the stands chiefly in the suburbs close to public-houses?—Well, pretty well all stands are near public-houses; in the suburbs I could not say exactly.

4052–3. You do not mean the stands in Pall Mall?—No, sir.

4054. These new central stands are not close beside public-houses?—No, sir, they are not.

4055. You think these stands in the outer radius are too large?—Not in the outer radius.

4056. That in Russell Square has room for too many cabs?—They would not go there, because they would not be required.

4057. And too few inside?—That is so, sir.

4058. You would like a large number of small stands?—That is so, sir.

4059. (*Mr. Bayley.*) You were had up, you said, before the magistrate on a few occasions?—Yes, sir.

4060. Those were for innocent sort of offences, like plying for hire—crawling?—Yes, sir.

4061. I suppose most of the other cabmen there were for the same offence?—Yes, sir.

4062. I suppose, as matter of fact, you were guilty; you had been plying for hire?—No, sir.

4063. Do not all cabmen ply for hire?—Yes.

4064. And you would do so the very next day after you came out of court?—On two or three occasions I have been summoned I have not been guilty.

4065. But there were occasions when you have been guilty, of course, and many others, too?—Yes.

4066. Then, as matter of course it might have been an act of kindness on the part of the inspector to suggest you should not waste the time of the court, that you should plead guilty rather than plead not guilty, and so you would get off easier?—A cabmen would always plead guilty to a trifling offence like that if he were guilty, but he does not feel satisfied under the present system, as if he knows he is not guilty, and he tries to prove himself not guilty, he has to pay for it.

4067. But in an offence like plying for hire, which is an innocent sort of thing, it is a wiser thing for the cabman to plead right off guilty, if he is guilty?—If he is guilty.

4068. (*Mr. Hopwood.*) When you paid 6*d.* and costs was your licence endorsed?—Yes sir. In fact, once, unfortunately, I could not pay the money, and I had to go down to do the three days for not paying the 3*s.*

4069. The 3*s.* fine?—The 3*s.* fine, or, in default, three days' imprisonment. I was not in a position to pay the 3*s.*, and I had to go to Millbank and do three days.

4070. Did you ask for time?—If you ask the gaoler for time you will get hustled out of court; you will not see the magistrate again. They will not permit you to ask for time.

4071. Is it not a fact that the gaoler acts as an intermediary, as a go-between, between the prisoner and the magistrate?—Not for a cabman, he would not.

4072–3. But you make your application for time to the magistrate, not to the gaoler?—The fine is no sooner put upon you than you are passed along from one policeman to another, and you are in the cell, if you have not got the money; then, if you ask to go before the magistrate for time they say to you, "Oh, you will "find it; someone will pay." You cannot get before the magistrate again.

4074. (*Mr. Lough.*) So you went to prison?—I went to prison for three days.

4075. What court was that?—At Marlborough Street.

4076. How many hours a day have you to work to earn those wages you spoke of?—I work 16 to 17 hours a day; from the time I get out of bed till I get back again it is 18 hours mostly.

4077. How long were you on your cab?—14 to 15 hours at the very least.

4078. What is the lowest time?—With two horses I have been at it as little as 12 hours; never less than 12 hours.

4079.—Never less than 12 hours, generally it is 14 or 15?—15 hours we put it down at.

4080. (*Mr. Bayley.*) Is yours a first-class cab, rubber-tyred?—It is rubber-tyred, a good business cab.

4081. Is it one of the first-class?—It is not a first class.

4082. (*Mr. Lough.*) Whose cab is it?—Mr. John Fairbox.

4083. A hansom?—A hansom cab, sir.

4084. (*Mr. Cunynhame.*) Have you ever known the cabmen or the Cab Union to have employed a solicitor to protect their interests; for instance, at any of those police courts to look after the men?—Well, we have done so during these last six weeks, but if you go to a solicitor you would not go to him for a trifling offence, like plying for hire; it would be no use to him.

4085. Forgive me, you have not quite understood it; has there been any attempt to secure the services of a solicitor in each court, to look generally after the cabmen, as each case was called on, and see that the truth was brought out?—Oh, no sir, not up to the present sir.

4086. (*Mr. Hopwood.*) How many days do you work as a rule?—Well sir, about five days a week, I suppose, I have averaged.

4087. Is that the average in the trade?—Under the present system, sir, because you would not like to work more for this reason: there are yards, I know, that have got perhaps 32 cabs, and they will keep 10 odd men. One man says to another, "Well you have not "had a day this week, I will stand down for you to-"day, just to let you have a day," not because he wanted a rest, but simply because he knows his fellow driver has not had the opportunity of getting a cab.

4088. So that practically the surplus drivers take the bread out of the other drivers' mouths, by preventing their getting good wages?—Yes, precisely, because they have to take a holiday to allow the odd men to earn a crust.

The witness withdrew.

Mr. Edward Dyke called in and examined.

4089. (*Chairman.*) How long have you been a driver?—20 years more or less, about 21 or 22.

4090. What was your occupation before you were a driver?—Oh, first I was connected with the baking trade, the same business as my father, and then chair-making.

4091. What I wanted to come to was this: had you ever had any experience of driving before you took to driving a cab?—Only driving a baker's cart.

4092–3. And with that, I suppose, some knowledge of London?—Some knowledge of London.

4094. Did the Scotland Yard people examine you at all as to your knowledge of driving or your knowledge of London before they licensed you?—Knowledge of London only.

4095. We have had a good deal of evidence from cab drivers already this morning, so I do not think I will take you over all the ground again, but I will ask you only one or two very simple questions. Are you of opinion that the present number of drivers is too many?—Undoubtedly that is so, sir.

4096. And you feel the consequence of that in making less money, do you?—The hardships are greater all round on account of the extraordinary number of licences above the requirements.

4097. But does it produce, amongst others, the result that you earn less than you did?—Certainly.

4098. Is that gradually going down, or does it go up and down?—Up and down. The difficulty of earning a living certainly is increased daily.

4099. And do you, as matter of fact, find that you are obliged to live more sparingly than you were a few years ago?—Much more so, the scale of living is certainly deteriorating.

4100. What is your remedy for that, if you could have your own way; would you stop the issue of new licences for a time?—That is the most practical way; the men have no chance, under existing circumstances, of acting fairly to their homes or the public.

4101. Would you also, besides stopping the licences for a time, make any alteration in the age of the men licensed; I mean would you require them to be older than they are at present, knock out the young drivers?—I think that the responsibilities of the driver are so great that he should certainly be a man.

4102. (*Mr. John Burns.*) Twenty-one?—Certainly; he may drive a peer of the realm as well as a poorer personage, and that being the case, I think that it is necessary that the driver should be a man; he should attain his majority before being entrusted.

4103. (*Mr. Cunynghame.*) You would be in favour, in order to obtain better wages for the men, to limit the numbers; that is your reason for limiting the numbers?—Certainly.

4104. Does that principle not really amount to asking that a monopoly shall be created in order to raise wages?—It practically comes to that, but I think only in the same way as you can term a licensed victualler a monopolist. He pays for a licence, and those who confer the licence upon him should certainly see that he lives, and that there is not undue opposition.

4105. But I suppose you would hardly say that the payment of 5*s.* a year was a *quid pro quo* for the creation of a monopoly?—That is not the only thing the driver has to fulfil; the energy, the respectability, and he has to bear on his shoulders a lot of responsibility.

4106. You put your demand for a monopoly, then, I suppose, upon a different footing from the demand that carpenters or painters might make for a monopoly. They might say, "Let us have a monopoly of plumbers, "let us have a limited number of plumbers"?—I should put it in the same way as a barrister; he has a monopoly.

4107–9. But I am afraid you would not be content with the rules that govern the barrister, because they allow an unlimited number into the profession; everybody who wishes to be called can be called. If he applies and pays; there is no monopoly for a barrister?—I have no opportunity of becoming a barrister because my leisure is so small.

4110. But they do call to the Bar everybody who desires to be called?—Everybody who can pass certain qualifications.

4111. You would not do that with drivers; you want to have a qualification besides the qualifying qualification?—I should say that no more should be licensed than are required. *Mr. E. Dyke.* 9 July 1894.

4112. (*Chairman.*) Mr. Cunynghame points out that your illustration about the barristers does not hold good, because barristers can be called in any numbers that they choose to come in, whereas you would be for limiting the number of drivers to what you think would be wanted by the community.

4113. (*Mr. Cunynghame.*) You would not, I suppose, advocate the universal creation of monopolies for occupations of all kinds?—Certainly not, sir; I wish to qualify that statement by remarking that there is a certain limit in the carpenter and the painter. They follow a calling for a number of years; as apprentices they are learning that business, and although a driver may have driven a cab for a number of years, and therefore gained an amount of experience that is valuable to the cab proprietor, the cab proprietor finds it to his advantage to employ an inexperienced driver simply because he can wring from the inexperienced driver a greater amount of money for the hire of the property than he can from an experienced driver; that is where the difficulty comes in.

4114. But still, although the painter may take seven years to learn the painting trade, there is no law preventing any person that likes entering the trade of the painter?—None whatever, only the unwritten law of the painter himself. If the painter is, as he should be, a society man, he would refuse to work with a man who was not a practical man, but in our case we have not that power.

4115. What I wanted to come to was, whether you would put the cabman's trade in rather a different position from trades in general, in your desire for improvement?—But the law does that, sir.

4116. I should like to ask you another question. It has been said by some previous witnesses that they would desire some power of arrest of bilkers. There are, I suppose, difficulties about that; for instance, you would not propose, would you, that you should have power of arrest, or power to give a man into custody?—The danger of imprisonment so surrounds a cabman's calling that I do not wonder that he asks for a little of it against the fare.

4117. That may be a very fair answer, but what I am wishing to get at is your opinion. Do you think that if a cabman had power of giving into custody persons who disputed about his fare, they might be frightened to take cabs, for instance?—That would be so, but I think the Small Debtors' Act stands in our way.

4118. I quite agree; you mean the Summary Jurisdiction Act of 1869?—That is so.

4119. And you think it would be fair to go back to the law as it was before that Act, at all events?—I think we should have equal protection to that given to a railway company, or an omnibus, or tramway company.

4120. You think you should have the same protection as an omnibus, tramway, or a railway company. I will not go into the details of that; as a fact an omnibus company has not, but a railway company at least has; now, I should like to ask you one question: the railway company has certain privileges in the shape of arresting people who refuse, for instance, to give their name and address, but are you not aware that when a servant of a railway company does that unjustly an action may be brought against the railway company?—That is so.

4121. And therefore that the public have always a solvent person to look to for damages in case the law is abused; that is so, is it not?—Yes.

4122. Now, what solvent person do you propose should stand the brunt of an action in case of improper action by a cabman, to make your parallel, you see, complete?—I fail to see there would be any person; you imagine that an unscrupulous driver would be found to put the law in operation unjustly?

4123. Well, I think it is not impossible?—It is not impossible, certainly.

4124. There are bad men in every line of life?—But highly improbable, I think.

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4125. But do you think a power so great as this would never be abused?—My only opinion is we have too much law and too much police court.

4126. You would prefer not to take your badges into court in every case?—That gives summoning policemen an advantage when they have summoned the wrong man. The law makes a man put on his badge and wear it, consequently when a constable has made a mistake he regulates the mistake by putting the wrong man's licence, the innocent man's badge number, in his book. He knows that if he summons a man, and that man proves he was not the individual that the constable complained of, he then gets called over the coals, to use a vulgarism, for summoning the wrong man, or making a mistake in the badge number.

4127. You think that a man might well be required to bring his badge with him, but that he ought to bring it in his pocket?—Certainly.

4128–9. (*Mr. John Burns.*) Are you not in favour of the limitation of licences because that is one of the methods by which wages can be raised to the cabmen?—That is the most practical point.

4130. Another reason is that you think the limitation of licences would remove the obstruction in the streets?—Certainly.

4131. It would reduce extortion?—Yes.

4132. Diminish the abuse that occasionally takes place between a driver and his fare?—Almost remove it entirely.

4133. And restrict accidents?—Yes, undoubtedly.

4134. The rule of no monopoly for other trades does not apply to cabmen?—Not at all.

4135. The reason being they are paid a weekly wage?—That is so.

4136. A cabman is not?—No.

4137. If the owner of a cab incurred, as in other trades, the direct adequate liability of over-supply, would there be as many cabs on the streets as there now are?—Certainly not.

4138. He would check the supply of cabs, would he not?—He is doing so now, at the present moment.

4139. Omnibuses are not disproportionately supplied to demand as cabs are?—Because the proprietors have the sole right to limit us, of course.

4140. And assuming that direct adequate liability could be brought home to the cab proprietor as in the case of ominibuses, and every industry where the men are paid a weekly wage, there would be a considerable diminution of the number of cabs on the streets?—Certainly.

4141. It is for the general convenience of the public as well as for the men you are in favour of the limitation of licences?—Yes.

4142. You would raise the age from what, from 18 to 21?—I think a man should certainly, at least, be 21.

4143. And you consider that masters should not have any privileges for their relatives as they do now?—Privileges for what?

4144. Privileges for sons under 18?—Certainly not.

4145. Would you increase the standard of examination and qualification to which a cab driver is subjected?—If possible, but I think that under existing circumstances that is largely provided for.

4146. Is it your opinion that it is properly enforced?—No, it is loosely done.

4147. Now we will come to the inspection of cabs and horses. We have heard it in an indirect manner that in the passing of cabs and horses at certain places, there have been suggestions of the bribery of the inspectors; do you know anything of that?—If I did I should not be policeman enough to say; I know that it happens; I should not specify any individual myself. I should not take that responsibility unless I was assured that no bad effect would follow; it is only natural that such a thing should take place.

4148. In the event of a man being specified, and the man being guaranteed against the consequences of your disclosing this fact against him, do you think that you could prove cases of attempted bribery and actual bribery?—Cases of money passing from a man who wanted that service done to the man who did that service, certainly.

4149. As to passing a cab?—As to passing a cab. certainly.

4150. You think that could be proved?—It is done every day.

4151. But where—at police stations and at Scotland Yard?—Not Scotland Yard, of course, but at police stations.

4152. What have you to say about privileged cabs, Mr. Dyke?—I think they are a disgrace to civilisation. I may say that I have been a privileged cab driver right off these last four years; and I would be a privileged cab driver to-morrow if I could get one, but that is because I, being a thinking man, and doing a lot of reading, find I can do more in the railway than I could on the street.

4153. Why do you advocate the abolition of privilege?—In the first place, because the worst of the property goes into the railway, and a proprietor as a consequence charges more, take a year through, than can be obtained from first-class property in the street.

4154–5. On an average the privileged cab brings throughout the year more money for a worse class of property to the proprietor than in the street?—That is so.

4156. Do you consider that the privileged cab system of railway stations satisfies the demand which they are supposed to meet, namely, in giving improved accomodation to railway passengers?—I know that if the railways were thrown open, the inconvenience they now experience, would no longer exist.

4157. Then privilege does not meet its supposed object?—If that is the object, no.

4158. Do you think that if all stations in London were placed under a similar system as to the supply of cabs that Waterloo now is, the railway passengers', the horses', the cabmens', and the general comfort of the trade would be improved?—The general comfort of the trade would be improved, and undoubtedly if all railways were thrown open there would be a sufficiency of horses and cabs.

4159. And the streets would be less congested?—The streets certainly would be less congested. Waterloo is not a fair criterion to go by, simply because, that being the only real open station, a number of inferior cabs go there, but if all railways were thrown open, its tendency would be to improve the property all round.

4160. Do you find that outside privileged cab railway stations there is a tendency on the part of non-privileged cab drivers to congregate?—At specified times, certainly.

4161. Does that lead to inconvenience and obstruction of the streets?—Inconvenience to the persons that have to cross from and to that station, yes.

4162. Have you anything to say with regard to railway omnibuses?—The four-wheeled driver is compelled under existing circumstances to put up with the inferior fares, because the railway omnibuses have agents that pick out the best fares. They have agencies not only at the particular terminus where the fare arrives, but even at their stations, and I am sure that arrangement is made very often.

4163. Then, to equalise the conditions of plying, private omnibuses should be licensed, and their drivers should be licensed, subject to the same inspection, regulations, and licensing as other cabmen?—I think that would be a good way out of the difficulty at any rate; under existing circumstances, they have an undue advantage over other drivers.

4164. Both as to plate licence and for facilities given them by the companies to get the plums of the cab riders; is that so?—That is so.

4165. How is that shown?—Well, it is shown in the plainest manner. There is no demonstration more clear, you can see it yourself at any time.

4166. For instance, if there was a very swell party of four or three with luggage come in where railway omnibuses ply, and they bore the general evidence of a good fare, the porter would take them to a railway cab or omnibus, and a less profitable set of fares would be taken probably to a four-wheeler, is not that done?—Yes, but that is done in this way: there is a man at the Northern railway, where I have been driving the last two years, in the omnibus office. Well, the passenger may immediately talk about a cab or refer to an omnibus; then he speaks to the clerk or foreman of the omnibus,

and the omnibus foreman speaks to the passenger, and that is how the arrangement is made.

4167. You think that system should be put under the same conditions as the general cab traffic?—Certainly.

4168. Have you formed any opinion as to the necessity for more ranks for a small number of cabs in crowded districts?—Well, in justice to Scotland Yard, I may say that wherever I have pointed out that a cab rank was to the public advantage, and to the advantage of the driver, it has been, as far as practicable, I believe, adopted; several standings have been done, but there is insufficient rank accommodation; I do not mean by that that there is an insufficient number of ranks for cabs to go on.

4169. But they are in the wrong places?—But they are in the wrong places; for instance, there was a stand accommodation for 100 cabs at Russell Square. Well, that is ridiculous, and the number now is absurd; they would not get off in a week.

4170. But you do not complain of their getting too much accommodation, you complain of other districts being insufficiently supplied?—Inadequate accommodation for cabs where they are needed.

4171. Have you anything to suggest with regard to the bilker; have you any experience of that gentleman?—Yes, I have been rather unfortunate with him.

4172. How do you think he can be limited in his predatory operations?—It is only possible by power being placed in the hands of the driver.

4173. Power of summary arrest where fraudulent bilking is attempted?—No, I do not think that, but if they have anything of value they should deposit that in the keeping of the police inspector at the station, or anything that would be sufficient for my charges, but if they had not anything of value they should be detained until it was proved that they resided where they said they did.

4174. And beyond that depositing of the articles of value they had upon them and their address, you do not ask for any further powers?—That would be sufficient, I think; it is rather difficult now; if you recover against a man, you do not always recover the money.

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4175. Are you in favour of different classes of property in the streets of London?—With a difference in the fare?

4176. With a difference in the fare?—I think that the first mile should be 1*s.* for the first-class property; the general run of people imagine that it is so. The fare not exceeding two miles is 1*s.*, but I really think that what people imagine is the case should be the case.

4177. With regard to first-class property?—With regard to first-class property.

4178. Do you think that the cabmen and the public generally have much to gain by improving generally the character of horses, cabs, and driving; we all stand to gain by that, is that so?—Well, the horses I have been compelled to drive in a railway cab have broken my heart, if that is what you mean.

4179. Do you think that the general improvement of cab property supplies the convenience all over?—You have improvements, and it would be to the advantage of everybody, I think.

4180. But would that general improvement be possible so long as first, second, third, and fourth-class property prevailed; would not the tendency be the other way, to have different classes of property?—Yes, I think it would.

4181. It would have a downward rather than an upward tendency?—It would have that tendency, certainly.

4182. And an inconvenience and obstruction to the efficient classes of property, and consequent disputes?—I think that the difficulties standing in the way of classifying cabs are so great that the present system ——

4183. Of one single fare?—Should be preferred.

4184. Leaving the dropping out of very bad property to the general education of the public?—Yes, and the driver.

The witness withdrew.

Adjourned till Thursday, at 11 a.m.

EIGHTH DAY.

Thursday, 12th July 1894.

PRESENT:

Mr. George Russell, M.P. (Chairman, presiding)

Mr. F. J. S. Hopwood, C.M.G.
Mr. John Burns, M.P.
Mr. T. Lough, M.P.
Mr. C. A. Whitmore, M.P.

Mr. Malcolm Delevingne, *Secretary.*

(*Chairman.*) I have received the following letter, the contents of which I think I ought to make known to the members of the Committee:—

"The London Improved Cab Company, Limited,
"Pakenham Street, Gray's Inn Road,
"London, W.C.,
"7th July 1894.

"Dear Sir,

"*Re* my evidence before the Departmental Committee in Cab Trade, 6/7/94.

"I very much regret an inaccuracy occurred in my evidence yesterday* relative to the number of licences (drivers') held by this Company. I think I stated the number as being 405, the actual number is 345. Kindly convey to the Committee my apologies for this stupid mistake.

"I am,
"Yours faithfully,
"James Scott,
"Secretary and Manager."

* *See* questions 3270, 3440.

Mr. Edwin Dyke recalled and further examined.

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4185. (*Chairman.*) I understand that you said before the Labour Commission that the most important point was the codification of the existing law because of the inconsistencies?—That is so, sir.

4186-7. Would you give us some instances of the inconsistencies that you speak of, and the hardships resulting from them?—The greatest grievance is the effete condition of the laws, they are worn out; they

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were enacted to deal with circumstances of an ancient date. I will give a case that happened to myself as a specimen of a thing we complain of. I was summoned for pulling up alongside another hackney carriage elsewhere than at Old Palace Yard. I was committing no offence in equity, but there is an old law, passed, I think, in the reign of William IV., when the streets were narrow, and, as a consequence, the putting of two cabs alongside each other would have caused an obstruction; that Act still remains on the Statute Book, and I was summoned for pulling up alongside another hackney carriage elsewhere than at Old Palace Yard, being in a very wide thoroughfare at the King's Cross terminus.

4188. Do you say other than at Old Palace Yard?—Other than at Old Palace Yard.

4189. Is that the only place at which this law permits you to draw up alongside?—That is so, sir; but the police themselves have established at various parts of the metropolis standings where there were even four and five hackney carriages allowed to stand, but although I pointed that out to the magistrate, he said that I was summoned under the law, and he only had to deal with the law.

4190. (*Mr. Hopwood.*) Mr. Dyke, is that an offence—?—That is an offence, now.

4191. Let me put my question: is that an offence under a statute itself or under regulations made in pursuance of a statute?—It is in the statute itself; and it is those statutes enacting offences that could have been committed at that time, and, if committed, would have been injurious to the general traffic, which we complain about; that is a specimen of many. In addition to that there is the injustice of several clauses of the Act of Parliament. I am not altogether sure, but I fancy it was in William IV.

4192. You are quite right?—In that case, you see, the metropolitan police, in conjunction with an order issued lately, I think, from the Home Secretary, enabled the police to carry out certain work, and among the portions of work that the police have done have been the appointment of standings. There is a number that I enumerated to the magistrate where they have placed cabs alongside each other, and as a consequence rendered that clause of that particular Act of Parliament effete; and we contend that if the police liked they could summon us all over the metropolis under that existing law, which is rendered effete and obsolete by the action of the police. It is only occasionally when a person does something that they do not like and they cannot summon him equitably that they use this old weapon as a punishment to the driver. Really, the offence on my side was speaking to a constable; that was all, arguing a point. Then we complain of the injustice of a hirer making an agreement with the cab driver to carry him a distance of ground for a less sum than the law allows, which agreement is binding upon the driver, while supposing under exceptional circumstances the snow is deep on the ground, and the difficulty of getting from a given point to another is ten times greater than on ordinary occasions, if the driver makes an agreement with the hirer, that agreement is not binding, and even if the driver takes more than the legal fare, he commits an offence against the law which renders him liable to imprisonment.

4193. Yes, our attention has been drawn to that, but you do not know a case in which the law has been set in force against a driver for making such an agreement, do you?—I cannot point to any particular case, but Mr. Charley wrote and published a book; I have not got it with me, in fact I lent it to a friend, and I am not altogether sure whom I lent it to. That can be obtained, I think; it is called "A Handy Book of the Cab and Omnibus Laws." There he gives many other cases—I am almost certain I am correct—where men have been fined for that particular offence. He cites a number of cases dealing with the hackney carriage and the omnibus law, and I think it is an important little book. There are a number of points that I do not wish to deal with, because I see by your remark just now that I should only be using up your time unnecessarily. I take it that you have got a comparative statement; I have got one here drawn up by an association I was connected with, the Amalgamated Cab Drivers' Society. That deals with the law as it stands, and as we would wish it to be; that points out anomalies and injustices that the Acts contain or have the power of inflicting upon the driver, and although it is a dirty copy—it is aged—if you have not got one I have brought it with me, and it would save you time.

4194. The witness had better put it in?—I think it is a very important little document which gives you the matter that the cab driver to-day and for the last 15 years has complained about. (*Document put in.*)

4195. When was that drawn up?—The date is given there; it is 10 or 12 years ago.

4196. Yes, February 1878, it was drawn up by the Amalgamated Cab Drivers' Society?—That will give you a number of points, but of course there are a number of others. That one I mentioned about pulling up alongside of another hackney carriage elsewhere than in Old Palace Yard is not given there.

4197. Any others?—A number of others I could point to existing in the many Acts that govern the trade, and one thing I complain of, and I am merely voicing the opinions of the whole of our chaps, if I may use such an expression, and that is the apparent desire the Legislature has of making us cab drivers criminals. You will notice that with the growth of the Acts of Parliament fines, entailing imprisonment, on nonpayment of fine, have increased with wonderful rapidity. The first Act of Parliament dealing with the hackney carriage trade, or the coach, which is the same thing under a different name, consisted of two fines only. Now the fines are so many that I should be afraid to say what they tot up to, and there is a fear existing in every cab driver's mind from the time he starts work until the time he arrives home that he might sleep in some different place to that he did the preceding night. He might sleep upon a plank bed instead of the bed he has at home, and I think that that danger, that worrying, harassing feeling that I, as well as other cab drivers experience, should, as far as possible, be removed, and that is why I consider that the Acts are now rendered obsolete; that we should have one simple comprehensive Act of Parliament that, as near as possible—it is asking for a great deal, I know, because lawyers draw up the Acts of Parliament—that as near as possible cab drivers and those interested in the traffic could understand; all those fines for imaginary offences should be removed, and the harassing fear that oppresses every cab driver be as far as possible, as far as it in justice can be done, removed.

4197*a*. Yes, but do you think it well to stereotype all these offences by putting them again into an amending and consolidating Act; is it not better to leave the offences to be defined by regulations under the Act?—I think that the Act of Parliament repeats itself so often in the various Acts that I have enumerated that a comprehensive Bill could swallow up all the good points, and remove the bad ones, the unnecessary ones.

4198. You do not quite take my point, I think, Mr. Dyke. Does it commend itself to you that all these small offences of which you complain should be put upon the face of the Act of Parliament itself; do you not think it is better that they should be made the subject of regulations by the Secretary of State under a power given in the Act of Parliament?—If that were correctly defined, I think possibly that would be a simpler way of doing business, but there is so much laxity given to the person who adjudicates under existing circumstance, and the Home Office does not clearly define offences, as is shown in those few paragraphs there.

4199. But an Act of Parliament, you see, which contains the offences would probably not give a better definition, and when 10 years have gone by, the offences will have become as old as these in the existing Act?—Those we now complain of?

4200. Yes; whereas if you have the offences regulated by a Secretary of State's order, under a general power contained in the Act, the offences can be modified or amplified, or dealt with as circumstances arise during the progress of time?—Undoubtedly that would be a better mode of procedure if that is possible.

4201. It is quite possible; but it is not what is contemplated by this paper which you put in?—That is not a production, of course, of legally trained minds; they are, with the exception of Mr. George Shipton, practical cab drivers, consequently, that is merely a suggestion, they not thinking that they had the power to draft an Act of Parliament, but they put that down as the clear grounds upon which the work might be done.

4202. (*Mr. John Burns.*) But is it not the fact, Mr. Dyke, that in the compilation of this suggested codification—because that is what it amounts to—of the hackney carriage laws, that a lawyer was consulted?—Undoubtedly; legal assistance was procured. A great number of the offences could be removed, because they are unjust; they are only put into operation when some difficulty arises between a constable and a cab driver, in the same way as the special case that I referred to, my own case.

4203. (*Mr. Hopwood.*) Then I put it to you that in the course of a few years you will find that some of the offences which appear in the amending Act which you suggest will have become just as obsolete; on the other hand, it may be necessary to make new regulations, we will say for instance in regard to taxameters, if they were introduced; you could not make any fresh offences without getting another Act of Parliament, and we know how difficult that is?—I think if the taxameter was used, the matter of overcharge, or anything of that kind, could be dealt with by the existing law. You see there is a common law in addition to the special law, governing our trade. There is a common law, and we find ourselves in this difficulty, that often we commit an offence against the common law and against the hackney carriage law at the same time, and both offences are punished concurrently.

4204. (*Mr. John Burns.*) You get the disadvantages of both and the benefit of neither; is that your contention?—That is just our point.

4205. (*Mr. Lough.*) I will just ask you a question or two; first, about the limitation of licences. Without going into it, you know the number of drivers' licences is 15,000 about?—Drivers' licences, certainly.

4206. Do you think that is too many?—Undoubtedly it is too many; but I believe the men's salvation rests more in their own hands than in any help they can get outside, if they were educated up to it; but under existing circumstances 15,000 are certainly too many.

4207-8. How many do you think would be sufficient?—I should say, taking all things into consideration, about 10,000.

4209. Would you reduce them as low as 10,000 within the next two or three years if you could?—I certainly think that that would be advantageous all round.

4210. What steps would you take to reduce them?—By refusing to re-issue from a given date to another new licences.

4211. That would be your first step. You are aware, probably, that that would reduce them very slowly. There are only about 800 new licences a year issued, so that it would take seven years to get them down that way. Would you adopt any other means?—Well, I think if they were a little more particular at Scotland Yard. There is a number of men who do not use a licence only at certain times, and they follow other avocations the greater portion of the year. Those men are neither beneficial, taking the year round, to the cab proprietor or to the driver, to the driver they are a great danger.

4212. Will you tell us, would you refuse the renewal?—Certainly, unless they could show that they used the licence as a means of obtaining a livelihood.

4213. Would you for that purpose demand that a certain number of days should be worked in the year?—With a proviso that a man should state what occupation he followed on any other days. I make that qualification for this reason: supposing a man was following the occupation of a secretary, say to his union, any case of that kind.

4214. Oh, well, that would apply to very few?—That would apply to very few.

4215. You would demand a certain number of days' work?—Certainly.

4216. How many days' work would you demand?—Well, I should think I should say between 250 and 300.

4217. Now you have dealt with, first, new applications; secondly, butterflies. Is there any other class of licence of which you would refuse the renewal?—Well, there is a number of men that follow an illicit business, and they are dealt with now if it is known to the police, but I think the police should know them. We know that there are a great number of men, especially in the South-Western district, who are in communication really with women — you know what I mean by that; I will make myself more definite if you like.

4218. It is much better to get it in few words?—Well, they drive a woman that they are in touch with.

4219. (*Mr. John Burns.*) You need not be afraid to tell us plainly; they are prostitutes' pimps, who vary living with women with driving cabs?—That is the point. They pay more than a bonâ fide cab driver can pay for a cab, and they have a superior article.

4220. (*Mr. Lough.*) You would refuse to renew their licences?—Undoubtedly.

4221. How would you get at them?—I consider it is the duty of the police and the duty of the cab driver to report such men.

4222. The cab driver?—Yes.

4223. They would not report themselves, would they?—Other cab drivers looking after their interest, should report it to their union or to the police officials.

4224. How many of such, do you think, there would be?—It is a very hard thing to say. I should say they number hundreds, according to the statement of the police themselves.

4225. Is there any other class of drivers whose licences you would refuse to renew?—There are a number of men who are greengrocers, but that applies to men in the suburban districts; they are greengrocers and follow that business. They use the horse for the purpose about twice a week of coming up to London to the markets, and then the same horse goes out plying for hire in a cab. They become cab drivers and greengrocers; I think they should be either greengrocers or cab drivers.

4226. Is not that sufficiently covered by what you said before about working a number of days a year?—No, because the man works nearly every night as a cab driver.

4227. How would you get at him?—That would depend upon the police; they know it as well as anybody; they are on the given spot, and they see the man following this double occupation, and I think it would be their duty to know it.

4228. Any other class?—I merely mention that as a specimen; there is a number of men that that would apply to. I say a greengrocer, but there are other businesses followed by men, who, when it pays them, hire a cab and use their own horse.

4229. Yes, is there any other class?—Not that I have in my mind.

4230. The old or feeble, you would not make any suggestion about them?—No, no, I think that there are many men now driving from 65 to 70 years of age just as capable of driving a horse—the horse they drive, mind—they do not drive a spirited one.

4231. They are as capable of driving as any other?—Certainly.

4232. How about the plate revenue; do you think 40*s.* is too much to charge?—Not at all, if the money derived from the 40*s.* was used for the purpose that we all consider to be justifiable.

4233. What purpose would you apply it to; do not give reasons, if you do not mind, but just state the purpose?—For the purpose of benefiting the trade.

4234-5. Benefiting the trade; for example?—Shelters might be established in different places.

4236. Well, give us another?—Shelter for the purpose of keeping the vehicle, the horse, and the man from the inclement weather, and to establish telephonic communication.

4237. Telephonic communication, yes?—To any given point, hotels and other places, the same as they have in Canada and in the States generally.

4238. (*Mr. Lough.*) You would have first, good shelters, and second, telephonic communication with the hotels?—With the people who require the cab.

4239. Have you got another point that you would apply the money to?—In any direction that would be beneficial to the trade or those following the trade. I consider, for instance, that old age pensions might be—but that is a matter for future consideration.

4240. Never mind; you are not afraid to state it—old age pensions?—I look upon the cab driver as a public servant, and other public servants are provided

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for in that way; and I certainly think if it is right to provide old age pensions for the police, cab drivers following their calling are just as useful as the police, and they should be provided for if possible.

4241. I think so.—I think the 2*l.* is rather insufficient than sufficient; I think it ought to be 5*l.* I think there ought to be an increase in the duty.

4242. Well, I want to ask you another question before we go from the shelters. Do you think that the shelters should belong to the private people who own them now?—Certainly not; it is a mistake.

4243. Whom should they belong to?—Well, to tell you the truth, I should like to see the cab trade municipalised, the same as the tramways are municipalised now, I think, in Edinburgh.

4244. (*Mr. John Burns.*) Glasgow?—Glasgow, and the cabs might be municipalised, and then the shelters would become the property of the municipality.

4245. (*Mr. Lough.*) Do you think 5*s.* is too much for the driver to pay for his licence?—No, I do not; it becomes difficult to pay now on account of the bad way he is treated, but if his life was more worth living, if the grievances he labours under were remedied and his wage increased, then, of course, there would be no difficulty in his increasing the amount he pays to the revenue, provided that the increased amount was expended in a way beneficial to him.

4246. Have you any other suggestions from those you have given for the expenditure of the 5*s.*?—I think that would cover the amount of money derivable from that source even if you doubled the cab driver's 5*s.* and increased the 2*l.* of the proprietors to 5*l.* I think the things that I have mentioned would swallow up any sum derivable in addition to the management; you know there would be a certain amount of management.

4247. Do you, of your own knowledge, know whether cab drivers find it harder to get a living now than, say 20 years ago?—Oh, certainly; the difficulty is, I should think, three times harder now than then.

4248. Are you still driving yourself?—Well, unfortunately, I am not these present two or three weeks.

4249. But you have been?—I have been; with the exception of one day's holiday, barring Sundays, I have worked continuously for four years.

4250. Could you give us your average earnings for any period, either one year or two years?—Well, I am an exceptional man; I look after my business. I am a teetotaler, and, as a consequence, I am able to work an hour to two longer than the general run. I work on an average 15 hours a day; I should say that my earnings would be net 27*s.* or 28*s.*

4251. And that is as much as you can make by working 15 hours a day?—An experienced man.

4252. An experienced man?—An inexperienced man would earn considerably less.

4253. Have you had any long period, say six months, ately during which you averaged 40*s.*?—During the last months my earnings have been considerably less than the average I have given you.

4254. What have they been during the last six months?—They have been so bad—I do not keep a diary—that I have got behind considerably in my rent, and my rent is a thing that I always keep paid.

4255. What sort of a cab do you drive?—A privileged cab.

4256. Is it a four-wheeler?—A hansom.

4257. What station?—The Great Northern.

4258. What have you had to pay for that cab?—When we struck, the money was 14*s.* and the yard—the yardman—3*s.*; that would be 17*s.*

4259. And with that, during the last six months, you have not been able to make the wages you say?—Not been able to make both ends meet; and my wife is very careful, and so am I.

4260–1. Are you a good average?—I consider mine is above the average.

4262. Do you know of much distress amongst the cabmen?—It is chronic; they are in an insolvent condition. I do not suppose that there is 2¼ per cent., if there is that, that has a second suit of clothes and a clear rent-book.

4263. Are you of opinion that the recent strike arose from great destitution, from suffering amongst the cabmen?—Absolute poverty.

4264 Absolute poverty?—The men thought they might just as well starve out of work as starve in work; they were forced into it.

4265–6. Do you attribute this suffering of the men in the first instance to the fact of the great number who are in the trade?—That is the main reason.

4267. You think that there is work for about two-thirds of the present number?—That is it.

4268. And that, owing to the other third, you starve; is that it?—Not only that; in my case, to get that half loaf I have been speaking of—I was compelled to drive horses that had been used in the street cabs. The proprietor has street cabs and privileged cabs.

4269. Your point is that, in addition to starving the men, there is bad cattle used?—That is the point; that is the cause of his being starved.

4270. Bad cabs also?—Bad cabs and bad horses.

4271. And all that is owing to there being too many trying to get a living at the trade; that is your point?—That is the point.

4272–3. Just a word about the police courts. Do you think that there is considerable police tyranny over the men?—I have experienced it myself, and I am very careful to steer clear of them, if possible. I have experienced the tyranny myself, and the injustice; in fact, I cannot use a term less strong or more truthful: perjury is rife there.

4274. Do you know anything about the City courts?—Yes, a little.

4275. Is it as bad in the City as at Marlborough Street?—Not at all.

4276. Not at all?—Not at all so bad in the City as in the Metropolis.

4277. And can you tell me why, in what respect there is a difference in the City?—I consider the men are a better class of men.

4278–9. What men?—The policeman himself, and that, I believe, depends upon his receiving a higher wage.

4280. Is there any difference in the procedure of the courts that you have noticed in the City and in the West End?—Yes, certainly. In the City, the alderman or magistrate trying the cases seems to consider that it is his duty to look at both sides of the question; but in the Metropolis the magistrate seems to think that when he has got one side—the prosecuting—he has got the whole case, and that shows you in a nutshell the difference between the two courts.

4281. At what time are the cases taken in the City?—If I recollect rightly, the times are about the same; they are 10 to 12 and an adjournment.

4282. In the City?—In the City.

4283. But that is not thet ime at Marlborough Street, is it?—No, our cases, as a rule, commence at 2 o'clock; it is supposed to be 2 o'clock.

4284. Is 2 o'clock or after 2 o'clock as convenient an hour for the cabman as 10 or 11 in the morning?—I should think 2 o'clock is the busiest time for the cabman.

4285. It is the most inconvenient hour?—It is the most inconvenient hour.

4286. Do you know, is there any separate court for these street cases in the City?—I think not.

4287. You are not aware that there is?—If there is it is since I have been there.

4288. When were you there last?—I have never had the misfortune to be summoned in the City, but I have been there on other business within the last three years or two-and-a-half years.

4289. Other business, of course, would not give you any special knowledge of any cab court?—I mean cab business; I have been on cab business, but not my own personal business.

4290. Are you prepared to say you were in a special court or the ordinary police court?—The ordinary police court.

4291. Coming to the outer circle again, you say you think there is considerable tyranny. I want you to give me an example or two. For instance, do you think it is a hardship that a fine of 6*d.* should be

marked on a driver's licence?—I think it is a great injustice; the mere fact of the sixpenny fine proves positively that the case was a frivolous one, and that being so, it has no right as an indorsement; it is unjust.

4292. Do you think men are brought there for practically no offence?—No offence in equity, certainly.

4293. Would you suggest any way of dealing with the first offence of a man besides bringing him up to that court?—I think all offences not dealt with by the common law should be dealt with at a private court.

4294. (*Mr. John Burns.*) A separate court, not a private court?—I should say a separate court, a court dealing with the special cases, only cabs and omnibuses.

4295. (*Mr. Lough.*) Such as plying and loitering?—Plying for hire, loitering, and a variety of other offences that really may in some cases come under common law, but should not be dealt with in a criminal court.

4296. Just a question or two on the railway privilege system. Are you in favour of its maintenance?—No; no man that knows both systems can be in favour of it.

4297. You are a privileged driver yourself, are you not?—Yes, I have been so four years; I have driven at the Great Northern and Charing Cross.

4298. You have told us you find it very hard to get a living?—Yes.

4299. So that from the drivers' standpoint you do not think the privilege system is beneficial?—I am certain that the abolition of the privilege system would be beneficial all round.

4300. What reason do you give first?—The reduced wear and tear of vehicle, horse, man, and road.

4301. Why would it reduce the wear and tear of the vehicle, man, and road?—Because men driving privileged cabs, instead of stopping, as I always do, when driving a street cab, as near the point I set down the last fare as possible, go back to the railway station from which they carried that fare.

4302–3. So that there is a great traffic of empty cabs as well as full cabs caused by the privilege system?—That is so.

4304. Therefore you think it would be better for the driver to get his fare at the railway, and then take his turn on the street?—Or at the nearest railway to where he set down his fare.

4305–6. Having to go back to that particular railway station causes this particular nuisance?—Causes a great wear and tear, and a great congestion of traffic also.

4307. Have you any other objection to the privilege system?—A bigger objection than that specified is the fact that horses are worked for a number of years in the street cabs, and when past work in the street cab they are used in the railway cabs, and men who like a little leisure and do not like being harassed by the police prefer to drive an old worn-out horse in a railway cab to working a better horse in the street.

4308. Is it your opinion, then, that the horses are worse in the railways than the general street cab horse?—I never drove such crocks in my life in the street as I have been compelled to drive at the Great Northern Railway.

4309. Do you think the cabs are worse?—Certainly they are much worse, taking them all round.

4310. But men take it up for the sake of the leisure?—The leisure and not being harassed by the police.

4311. (*Mr. Hopwood.*) And there is more certainty, I suppose?—There is a certain certainty; men know that much, if they go to the railway station at eight o'clock in the morning they will do—we say do, that is, get a fare—they do a train at nine, half-past nine, or at the outside ten o'clock, whereas if they come on the street they might walk about or put on a rank, and there is no certainty.

4312. (*Mr. John Burns.*) There is a fixed minimum of earnings which may be more or less than the outside?—That is so.

4313. (*Mr. Lough.*) Have you any other point in your mind against the railway system, from the drivers' standpoint?—I think those are certainly the biggest points, but there is another point, and that is the fact that periodical strife is caused, a good deal of friction is created, not only between driver and driver, but between proprietor and driver. We see that now at the present moment; the street proprietor agrees with Mr. Asquith's award, but we have continual fights between the railway proprietor and railway driver.

4314. So they quarrel with the street men?—That is so, driver and driver, but a bigger friction is created between the railway driver and the railway proprietor. There is constant bickering and strife.

4315. Why do the railway proprietor and driver quarrel?—Well, largely on account of so many men who have not driven railway cabs thinking that a railway cab is a better wage-earning machine than a street cab, and as a consequence they hang round the railway cab yards, and make the difficulty of the man who is on the street greater.

4316. Your point is, too great competition of the drivers for the privileged cab?—That is so.

4317. Does that competition enable the proprietor to get too high a price for his privilege?—Certainly; when I struck the same sort of property in the street would have been paying 15*s.*, I was paying 17*s.*, and that was 2*s.* more.

4318. You told us a moment ago, when you struck you were only paying 14*s.*?—And the yard money 3*s.*

4319. Was the yard money 3*s.*?—Half-a-crown when I went out and 6*d.* when I put up, but the proprietor had 1*s.* 10*d.* put on the board; this 1*s.* 10*d.* was supposed to be the yard dues, but unless we gave the half-crown, which was the unwritten law, among the horsekeepers, the horsekeeper and the washer made it so difficult for a man to retain his seat that he could not live in a yard above three or four days.

4320. (*Chairman.*) What do mean by difficult to retain his seat?—Retain his cab, he would have his licence put into his hand by the proprietor.

4321. You mean that these subordinate men who wipe the yard would influence the proprietor to get rid of the driver?—That is so, sir.

4322–3. (*Mr. Lough.*) Well then you found that a great deal more was levied?—They can do that so easily.

4324. (*Mr. John Burns.*) Before we leave that point suggested by the Chairman, it was made difficult by bogus complaints as to the bad treatment of the horse by the driver?—That is it, and the horsekeeper who fed the horse would deprive the horse of food and water, consequently the horse in a very few days fell away, and the man was called a scorcher, that is the technical term for a person who works the horse unfairly, consequently the man could not possibly live in the yard.

4325. (*Chairman.*) Surely those tricks of the trade must be known to the proprietors?—Yes, but the proprietor as a general rule has a foreman, and the foreman leaves the management largely to the horsekeeper and the washer in any yard of any size.

4326. Then it seems to me if they could work it in that way there was no limit to the extortion that they might practice upon you, except their own discretion?—The limit would be the ability of the man to pay.

4327. But up to the point at which you could pay, it was within the power of these subordinate workers in the yard to tax you as far as they liked?—As far as they liked.

4328. Without any interference on the part of the proprietor?—That is so, sir.

4329. (*Mr. Hopwood.*) That bad system has been abolished since the strike has it not?—It has been abolished, but there is always a danger of it being reverted to.

4330. (*Mr. Lough.*) I was just going to ask you, Mr. Dyke, this one question: are you since the strike able to pay only the actual amount?—Only the actual amount. I cannot tell by practical experience, because I have not been permitted to get on a cab since.

4331. You have heard that that is so?—I have heard that that is so, that the men are loyally abiding by Mr. Asquith's decision as far as the yard money is concerned.

4332. (*Mr. John Burns.*) Does it come within your knowledge, Mr. Dyke, that until the ticket system was introduced on the omnibuses the same preferential treatment was given to horses of different studs in the matter of food and bedding and so forth?—By drivers, certainly.

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4333. To the horse whose driver tipped them most? That is so.

4334. And since the introduction of the ticket system the uniform treatment of horses which has taken place as a result has led to the general improvement of the studs. Is not that so?—That is so.

4335. (*Mr. Lough.*) Do you think Mr. Asquith's award is also observed with regard to the proprietors charging the men the actual amount paid for the privilege instead of any larger sum?—No; where they can break through it they do it.

4336. Do you know of any case where they break through it?—Yes.

4337. One case?—Yes.

4338. Do you know of any other?—No.

4339. Do you know of a case in which they are now even charging more for a privilege than they pay?—Not at the present moment. Only yesterday I knew of a case, but the men have compelled the masters to be satisfied with the price charged by the railway.

4340. Then you think Mr. Asquith's award is observed?—It is observed; and where it is not observed the men make the masters observe it.

4341. I want to ask you about a privileged 'bus at the railways; you know what that is?—Yes, sir.

4342. Do you think any change should be made with regard to it?—Certainly. I think the railway omnibus should be known as a public carriage, it being used as a public carriage.

4343. Do you mean that it should be licensed?—It should be licensed.

4344. For plying like a cab?—For plying like a cab.

4345. And the driver should have his badge like another driver?—Certainly.

4346. Speaking generally now on the railway question, do you approve of the South Western system?—Yes.

4347. Do you think that if every railway was open in London sufficient cabs would be found for the service of the passengers?—I am sure there would be. There never is a difficulty at any railway. During this strike, for instance, when cabs were scarce, the railways were always well supplied, with one-fourth the number of cabs on the streets; there was no difficulty in getting vehicles for their passengers.

4348. Do you think it fair to demand a penny from the driver on entrance as is done at the South Western?—I have no objection to the penny, but I do not say that it is fair. I fail to see why a rich corporation should tax an impoverished trade when that impoverished trade is supplying a vehicle to carry the rich corporation's passengers.

4349. But if no charge was made, how would the railway companies be able to control the undue crowding in of cabs?—I have no objection to pay the penny, but I think that it is to their convenience, and that they should see that there was no undue crowding.

4350. Your answer about the privilege system is that you do not mind a privilege charge of one penny being paid, if the driver pays it, but you do object to the owners paying for the privilege?—I do object to that.

4351. That is your point, I think; have I correctly put it?—That is so. But if payment must be made, I hould say that instead of charging a man a penny for sach time he enters the railway station the railway companies could establish an office where for 1*s.* per annum every bonâ fide cab driver should be licensed by them, have a little ticket conferring the privilege upon him; then they would have a claim upon that driver. One shilling per annum would tot up, you know.

4352. I want to ask you a question about that system. Would railways sell these shilling tickets to any number of cabs?—Certainly, to all the cabs.

4353–4. To all the cabs that came?—All the cab drivers really.

4355. In a station where they have only 200 privileged cabs now, there might be 2,000 of those privileged tickets sold?—That is so.

4356. Then the railway company would not have any claim upon those 2,000, practically?—Why not?

4357. If the 2,000 came up there would not be room for them?—They could not possibly be there at a given time.

4358. My point is that a railway company could not effectively control a great number like that?—They might never see the same drivers once in a week.

4359. Well then they could not secure that the driver would come into the station?—But they would have 1,000, or 10,000, if you like, cab drivers with that privilege, and they would secure those cab drivers who were nearest the station, whether they had the annual shilling licence, or a penny a day payment, or a penny a fare payment; and in addition to that, if a passenger lost any luggage, if the driver were uncivil to the passenger, or anything of that kind, they would know by the number that that cab driver displayed, his privileged number, who the driver was.

4360. Would they not know that by his plate number now?—They would not altogether, not so well.

4361. Let me ask you briefly, then, would you allow every cab driver in London to buy these shilling tickets at every railway?—No, I said the railway companies themselves could appoint an office.

4362. Well, would you allow every driver to buy at that office the tickets for every railway?—Every bonâ fide cab driver, yes.

4363. What advantage would you have over the drivers who are not registered, who have their licences and cab-plates at present, if you let them all buy the tickets?—Every man would be a privileged driver then. Now, only a small per-centage of them are privileged drivers. Or I do not think there would be any privilege existing.

4364. (*Mr. John Burns.*) Do you not recognise, Mr. Dyke, that your suggestion of this alternative scheme of privilege means that if a driver is to work at 10 or 12 different stations, such man in the ordinary course of his work would have to take out eight or ten different privileges?—I said that the companies themselves could appoint an office.

4365. The whole amalgamate for it?—Certainly.

4366. However well this scheme worked, would it not operate less advantageously and less simply for the driver than if privilege were altogether abolished and the railway station treated as a public place?—In answer to Mr. Burns, I may say that Mr. Lough raised the penny payment per fare, and I say that that is too much. I say that I do not look upon it as just. He said: "Did I think it best?" I said no.

4367. Why not ask for its abolition altogether rather than the institution of a system that is cumbrous, costly, and inconvenient?—That is what I do say. I do not see its costliness.

4368. (*Mr. Hopwood.*) You simply put forward the shilling a year as an alternative to paying a penny a day?—I consider the advantage would be greatly to the driver. In one case he would pay a shilling a day, perhaps 12 jobs out of a station; in another case he would only pay a shilling during the whole 12 months.

4369. (*Chairman.*) Rather than either, you would do away with privileged cabs altogether?—Rather than either I would do away with privileged cabs altogether—absolutely.

4370. If you were to have privilege you would rather have it on the system you have described than the existing system?—Than the penny per fare.

4371. (*Mr. Lough.*) Only one final question on it: Do you propose that that privilege, as you call it, should be open to every licensed driver?—That is so.

4372. If every driver had it, would it be a privilege?—It would abolish the privilege. I am simply covering the case that you referred to.

4373. (*Mr. John Burns.*) Can you tell us, Mr. Dyke, of your own knowledge, with regard to the inspection of cabs, that undue preference and partiality are shown in the examination and the final passing of a cab?—Yes.

4374. In what way?—The person owning a larger number of cabs can get an old cab passed with more facility than what is known as "a little mush."

4375. To what can that exceptional favour be traced?—Squaring.

4376. Squaring by whom?—By the person who wants the favour.

4377. Is that supposed to be generally done?—That is supposed to be generally done.

4378. What form does it take?—The payment of money to the man who affixes the approval mark.

4379. Yes?—And when payment is made the scrutiny is not so severe as it otherwise would be.

4380. Then, can I put it this way: is it a fact that in the inspection of cabs money is conveyed for the passing of questionable and defective cabs?—That is so.

4381. And then in the case of very good cabs, a gratuity is given to preserve the continuity of the custom?—As a rule, certainly.

4382. Is it a practice that, when cab inspectors retire from the police, some of the large masters, and some of the associations, have been in the habit of getting up testimonials for Mr. Brown, Jones, or Robinson, inspectors of such and such districts?—If that inspector has been in the habit of inspecting cabs and omnibuses, a testimonial invariably follows his retirement from office.

4383. Exclusively from cab and vehicular carriage proprietors?—Not absolutely exclusively from them, but in the main from them.

4384. In the main from them?—A prominent proprietor generally acts as president of the fund, and another prominent proprietor as secretary of the fund, and a third as treasurer of the fund.

4385. Then the generosity of the donors of this testimonial to the late cab inspector is due to a lively sense of favours that have come?—And an inducement for the incoming inspector to follow in the footsteps of the old.

4386. That is all I have to say on that point. Now, are cabs used for purposes other than those for which they are licensed under the Hackney Carriage Acts?—I should like you to be more definite, Mr. Burns, in the question.

4387. Well, are cabs used for improper purposes? From the length of the time you take to reply I assume you know they are?—Do you mean as to the sexual intercourse?

4388. I will put it this way. You know of a section of cabs known as "slow riders"?—Oh, certainly; illicit sexual intercourse.

4389. Where do they mostly ply?—I do not think that there are cabs specially provided for that purpose, not in any given number.

4390. But it is done?—It is certainly done.

4391–2. And the Embankment is a well-known rendezvous?—Quite common. I may, in answering, just explain that all-night four-wheel cabs have—when I was night four-wheel cabman I often had customers of that kind.

4393. (*Chairman.*) How does a driver know for what purpose a cab is wanted? Two people get in; do they tell him plainly what it is wanted for?—The general thing is, "The Embankment, cabby; drive very slowly; do not get too near the light."

4394. (*Mr. John Burns.*) And in many cases the cabby says, "Slow ride, sir?"—You can see generally by the appearance; the cabman knows the female by sight, and, of course, he judges.

4395. Do you consider that the present system of privilege prevents the advantages and the disadvantages of the cab trade being equalised for all the cabmen of London?—The abolition of the privilege system, do you mean?

4396. Would the abolition of the privilege system make for the equalisation and the uniformity of treatment of all cabmen?—Undoubtedly; and better the property all round.

4397. Does privilege, in your opinion, secure its supposed object, the convenience of railway travellers?—Not at all.

4398. Does it inconvenience the general public?—Undoubtedly.

4399. How?—By congesting the thoroughfares.

4400. Outside?—Well, inside their inconvenience is so well known to the habitual railway rider that they walk outside the station and get a street cab, knowing that the railway horse is, as a rule, such a bad one.

4401. Is there as much crawling at Waterloo Station, front or back, as there is at other stations where a different privilege system prevails?—Certainly not.

4402. With regard to railway 'busses, large or small, are the drivers and conductors of these mostly countrymen?—Invariably so.

4403. Why are they selected over Londoners?—They are brought up from the country because they are satisfied with a lower wage. They imagine, before coming up, that the purchasing power in London is the same as that in a country town or village; but of course, you know, and I know, that in congested towns like London rents go up—the purchasing power is not so much.

4404. Then as apart from the two points between which they travel, they have no knowledge of London?—None whatever.

4405. You consider, in justice to the cab proprietors and the licensed drivers, these men should be equally licensed?—That is so; and undergo a similar examination as far as possible.

The witness withdrew.

Mr. Robert Jenkins called in and examined.

4406. (*Chairman.*) Are you a cab driver at this moment?—Yes, sir.

4407. Practising the profession now at this moment?—Yes.

4408. How long have you been a driver?—Sixteen years.

4409. Had you any knowledge of horses and driving before you took to it?—Yes, sir; bred and born among horses; my father before me.

4410. In what way?—In the cab-driving, sir.

4411. I understand that you want to give evidence about the classification of cabs, among other things. What is your opinion about that; do you think it would be a good thing to have cabs divided into classes?—Yes; I believe if all cabs were classed first, second, and third, it would be a very good thing for the drivers. Of course, the driver having his cab classed would pay according to what it was classed.

4412. Then, how about the charge to the public?—I do not think that the public ought to be charged any more for a first class than a third class.

4413. Oh, you would not make any difference to the fare?—No, sir; the public would have the privilege then of picking out a best cab, the same as they do now. There are first, second, and third class cabs at the present time; and the public, as a rule, unless they are in a very great hurry, pick out the best cabs to drive in, and they pay the same fare.

4414. Do they, as matter of fact, pay more than the fare for which they are legally liable. Do not gentlemen who take a smart, first-class cab, generally pay something over the fare?—It is a matter of business. Sometimes you may get a better job. A gentleman will say, "You have got a very nice cab and horse, I will keep you." That might occur at times, but it is very seldom.

4415. I mean besides that, in an ordinary way, if it were a short journey, a gentleman gives something over the fare, if the cab is a good one?—No, sir; it is generally the opposite way. The parties who pick out the best cab are the worst payers. That is our experience, sir.

4416. So your scheme of dividing would only be that the driver should pay more or less to the proprietor, according to the sort of cab he got?—They should be classed first, second, and third, and then the proprietor would see that it would be to his interest to make his cab a first-class cab; the driver would earn more money with a first-class cab than with a third class, and so he would be able to pay the proprietor more. So it would be to the interest of the public and the proprietor also to make his cab a first class cab.

4417. But how would the driver earn more with the first-class cab?—Because he would get more fares, sir. The man with a good cab would get more fares than the man with an inferior cab.

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4418. So that even with the same rate of charge to the public he would make more money by getting more jobs?—He would make more money.

4419. (*Mr. John Burns.*) On this point of his new scheme, I would like to ask Mr. Jenkins—he has stated that riders who select the first class property do not pay more for each individual fare, but that each individual cabman who drives a first-class cab gets more fares in consequence of his property being better than the average in the street; is that so?—That is so, sir.

4420. Will you be clear upon that? First-class property does not bring richer fares, but it brings more fares?—That is right. It brings more fares, but not richer fares; only occasionally, as I say, a gentleman might be going down to Richmond, or anything like that, a long fare, and he might say, "you have got a good cab, I will keep you," Now and then it is, but not sufficient to make any profit much.

4421. (*Chairman.*) I think we get it quite clearly out of you, that as far as your experience goes, ordinary travellers by the most superior cabs do not give anything extra to the fare on account of the cab being a better lot?—Quite so, sir.

4422. Then with regard to the licensing of cabs, have you any opinion about that?—Do you mean in the way of granting the licences at Scotland Yard?

4423. Yes, as to how the licensing is done. For instance, do you believe that any money passes between —— ?—In the proprietor obtaining the licence?

4424. Yes; between the proprietor and Scotland Yard?—I do not think the proprietor has any need to give any money to obtain a licence, not for his cab, because he has only got to go and fill in a form, and he gets a form and takes it to the inspector who passes the cabs, and he passes it. Where the money might pass is when the cab is being passed. I do not think it is when he is getting the licence.

4425. No; but then when it is being passed by the inspector?—It might pay him to give the inspector a trifle to let an inferior cab be passed for a twelvemonth, and save perhaps the cab having to be broken up, and save perhaps that man 20*l.* or more, that without would have to buy a new cab or else not have a cab at all.

4426. Do you think there are too many cabs on the street?—Oh, yes. I have a suggestion here on the limitation of cabs. All cabs should be worked different entirely to the way in which they are being worked at the present time.

4427. But do you think, to answer my question, that there are too many cabs now?—Oh, yes.

4428. And do you think that the existence of the number that there is, is what keeps cab drivers badly off?—Yes, sir. It is through the over-number of cabs that causes men to work so many hours that they have to work.

4429. Do you find that you make less money than you did when you started?—Yes, sir; considerably less money than when I started.

4430. And work quite as hard for it, or harder?—I work harder now. I could work 12 or 13 hours a day when I started, but now I find it is very difficult to get along with 17 hours.

4431. You have got a notion of your own, you say, for the limitation of cabs?—Yes.

4432. Let us hear what it is?—My idea is that two horses to work a cab now is a thing of the past, and that cabs should be worked by two men, and that three horses should be worked in that cab, that is to say, two horses in the cab with two men would be unfair to the horses, because it would be too many hours for those two horses to work with two men, but by putting three horses to the cab that would mean that a horse would work two days and he would rest one. The drivers then would be able to work on an average about 10 hours each, and pay about 4*s.* a day more for their cab than the Home Secretary's award, and they would get just as much wages, and work five or six hours a day less, if they worked on this scheme. By working that scheme out I thought that if we had to limit the number of cabs to 6,000, we could then work the cabs by 14,000 drivers; that would leave equivalent to three men, what we call odd men, to every nine cabs; the 14,000 drivers to the 6,000 cabs. I think 6,000 cabs on the streets of London now, worked by a double shift of men, would be plenty for the supply of the public, considering that during the strike there was something like about 3,000 working in the streets then, and at certain times of the day there were sufficient cabs for the public to get about. Adding another 3,000 more to that, I am sure the public would be able to get about the streets of London without any inconvenience whatever; and it would be a thing that is wanted in the streets of London, because we are a nuisance, we cannot help being a nuisance; we are sent into the streets to get our living: there is not sufficient rank accommodation, and where the ranks are is where we cannot get jobs; we are obliged to get into the busiest thoroughfares to look for them, and we are obliged to keep on the move; and being so we are a nuisance to everybody. If the cabs were reduced to 6,000 we should be able to go on the ranks to get our living. No man wants to go on the streets to get his living if he can get it on the rank. The men working under this system would be able to keep out of the way of the traffic.

4433. (*Chairman.*) Have you ever had anything to do with the police courts?—Yes, sir. I have been summoned to a police court twice for not wearing my badge. I object to wearing my badge on my breast. I think there is another place where it ought to be; and during the 16 years I have been summoned twice for it, and I have still refused to wear my badge. I wear my badge in my pocket. These are the only convictions I have had for 16 years. But I have witnessed many cases in police courts. I made it a study at different times to go and see how cabmen have been treated in these police courts.

4434. Do you think the present practice in the police courts is just and satisfactory, or not?—No, sir. I consider all cases of plying for hire, obstruction, too long taking up and setting down, and all those cases, should be tried in some other than the police court.

4435. That is not quite what I mean. I will come to that in a moment. In the police courts do you think you get fair treatment with the magistrate and the police?—You are brought up there in a batch—sometimes 20 or 25 stand there for an hour or two hours. The inspector will come out and say, "All those drivers "who wish to plead guilty can pay 2*s.* costs and get away "about their business." A lot of men who really are not guilty—some are rather timid in going in front of a magistrate, and when they get there they cannot speak, and others want to get away quick to look after their living—would rather plead guilty than go in front of the magistrate and state their case. That system is a thing that ought to be altered; and not only that, it does not matter what you say in front of a magistrate. If you ask him, "for why?" he will tell you he is bound to believe the constable; therefore, in my idea, it is a mere farce going before the magistrate and saying anything.

4436. Instead of that arrangement, I understand you would have some separate court for cab cases altogether?—That is it, sir; I do not say for cases of drunkenness and furious driving, I think they ought to go before the magistrate; but I think the other cases ought to be tried by a committee of cab drivers, cab proprietors, and impartial persons who would sift them right through.

4437. Do you think you would have any more chance of justice from such a tribunal as that than you would from a magistrate?—I think so; because they would be practical men, understand our trade, understand the cases and the reason for being brought there, and could sift the case more than the magistrate. The magistrate is in a hurry to get away, or in a hurry to get on with another case; the more you say the more you have to pay. It is an honest fact, sir. He does not listen properly to the ins and outs of the case; when you begin to talk, he stops the case as you are speaking and tells what you have got to pay, and in another minute you are pulled down, and you pay the money or else go into the cell—one of the two.

4438. You were examined before the Labour Commission, were you not?—Yes.

4439. And you said something about the question of bilking, of which we have heard a good deal. In the first place, I will ask you yourself, in your experience as a driver have you seen much of bilking?—I do not pay much attention to the bilking cases. I have been, perhaps, one of the fortunate class.

4440. I mean in your own experience?—I do not suppose in the 16 years I have had more than three or

four that have not given me anything for driving them about. It does come under my notice that a great many men have had the misfortune sometimes to have two or three in one week; but it has never been my experience.

4441. I think you told the Labour Commission that your trade's union had done good work in detecting these bilkers and bringing them to justice?—Oh, yes; the Amalgamated Society, in 1882, that I belonged to, looked out very sharply after those men, and took action through the union to try and bring them to justice.

4442. Would you describe, if you can recollect a case, what happened, and how it was done; how it was detected and brought to light?—No, I cannot give you an account of how it was detected, only that a man came to the executive of the union, and gave full particulars of the case, and where he thought it was likely the man might be found, and they took the steps to go and find these men; in no other way.

4443. What do you suppose they did; did they watch about for a man answering to that description?—Yes; sometimes it is known that the man does this thing wilfully. I can just explain how I was done by one. I was engaged at Waterloo Station one evening, and taken to the Gaiety Restaurant, and from the Gaiety Restaurant to the St. James's Restaurant. The gentleman got out, and went through one side of St. James's Restaurant; and after I had stayed waiting about an hour I made inquiries, and the porter at the door just happened to have a slight recollection that he noticed him get out of the cab, and he told me where it was possible I might see him. He told me to go to a certain place in Regent Street and ask for a certain name, and I went and asked for a certain name, and whether a gentleman had been there according to the description. They said "Yes." "Could you tell me where I could find him?" and they said I should find at Hampton Court the next morning. I was not sure if I was going to find the right gentleman or not, but I took the train to Hampton Court next morning, and went to Tagg's Hotel and asked for this gentlemen, and directly the gentleman came downstairs I recognised him to be the same gentleman directly. He found I had caught him in that way. He asked me not to say anything, but keep the matter quiet, and he paid me all that I demanded. That happened to be that the porter at the door just noticed him, or else I do not suppose I should have ever seen him again.

4444. That I understand. But what I wanted to find out was this: how did the union help the cabbies in this matter?—I can only tell you instead of the man having to take all the trouble I had to do, they would have borne the expense, and assisted him to have found the man.

4445. I see; assisted with money?—Assisted with money and their help by their executive.

4446. Yes; but not in the way of looking out for the man—watching about for him in London?—It was always the best for the man to watch for him that has had a sight of him.

4447. That would be. I did not understand how the union could keep a watch for him?—They never worked a system that we could recommend. The only thing that I think might be done with such men as that is, that if they take you and refuse to pay your fare, you should have the opportunity of taking them to the police station, and if there is any doubt about their address, to detain them till they telegraph to see whether it was right or no; but if they gave the address and you felt within yourself that it was right, I believe that would be sufficient. But I believe under the existing law that the inspector has no right to demand the name and address, and if he feels disposed to tell the person that he need not give it, he need not give it, but walk away and leave you.

4448. I believe that the law at present enables you, if you are asked to wait, to demand the money that you have earned already up to the time of waiting, and a deposit for the waiting; is that not so?—I think, sir, they do not allow you more than one hour to wait.

4449. But I mean you can demand the money you have earned already; so I understand? Supposing you had been driving a gentleman about, and he said, "Wait here," you can say, "pay me what you owe "already, and a deposit on the waiting"?—Yes; I believe you have that right, sir. But it would go against you very often if you were to do that to everybody who asked you to wait.

4450. I daresay it would. But, as matter of fact, is it done, do you think?—No, unless you had anybody that you had any very great suspicion about. Then, of course, you would do so. But to ask a gentleman when he got out, and said to the cabman, "Wait a minute; I will not be long"—if the cabman said, "Well, I wish you to pay me now, sir, in case you do "not come back," he would take an insult at it, and you would lose a good fare. You could not do that.

4451. (*Mr. Hopwood.*) If he said he would not pay, you could not make him?—If he said he would not pay, you can then try to get his address, and if he refused to give it you could not have it.

4452. (*Chairman.*) Have you any opinion about sixpenny fares?—Yes, I have been in favour of sixpenny fares for a good many years.

4453. Sixpence for what?—I should be in favour of sixpenny fares from eight o'clock in the morning till 10 o'clock at night.

4454. As to distance, I mean; 6*d.* for what—6*d.* a mile?—Sixpence a mile for any distance. It is 6*d.* a mile now, only it is 1*s.* for the first hiring.

4455. That is what I mean?—After 10 o'clock at night, if men sit up till two, three, or four o'clock in the morning to oblige gentlemen at balls and parties, and at the House of Commons and other places, they should be paid a little extra for taking them home, or they should have 1*s.* a mile after that time of night. That is my opinion, sir; and 6*d.* a mile between those hours.

4456. Then about the radius. Do you think the present radius satisfactory?—I should myself like to see the present radius done away with altogether.

4457. Altogether?—Yes. I do not think it affects us but very little—not the London cab-driver. Of course, the suburban drivers would have a different opinion to that, and no doubt they are right, too. When you get six miles out the roads are very hilly, and, of course, they do deserve a bit more. To us that drive about in London, the radius is a very trifling thing. It is very seldom we get beyond the four-mile radius from Charing Cross; it has, perhaps, happened not two or three times in a week to get much beyond four miles away. Well, the four-mile radius sometimes means four and three-quarters. It is very unfair to the public to start, we will say, from Putney Bridge to Charing Cross, for which the fare, I think, would be about 5*s.* That would be bringing a man in to business. But to go from Charing Cross to Putney Bridge would be half-a-crown. That is the difference; and you take the man out of business going there and you bring the man into business coming here. It shows you how one-sided the radius question is.

4458. I have one more question to ask you. Have you ever given any consideration to the plan of having any machine, a thing called a taxameter, fixing on to the cab to test the distances travelled?—There was a machine of that description, sir, in my father's time, when he drove a cab, but they could not get one to answer. Sometimes they went 200 miles a day with this machine, he tells me, and if they liked to tamper with the machine they might show that it did not go anywhere at all; and they tried various things, and never could they get one to work. I do not know whether they have got men capable of bringing out one yet, but I have never seen one capable yet. It would be rather a dangerous thing with drivers that have the cab under their own control. It is not like a 'bus, where there is always the public going in and out, and two men working it. The man has got the thing to himself, can take it where he likes, and he could try and tamper with this thing in any way he thought fit without anybody knowing what he was doing. I think it is rather a dangerous thing to start on myself.

4459. (*Mr. Lough.*) You said you thought 6,000 cabs would be enough on the streets altogether?—Yes, sir.

4460. How many hours do you think those 6,000 ought to be on the street?—About 10 hours a day on the average. I do not say all come on the streets at one time; they would vary themselves the same as they do now, so that there would always be a sufficient supply on the streets for the public—some out at eight o'clock, some at 10, and others at 12, and at two o'clock in the day.

4461. You think out of 6,000 you could get a sufficient supply in instalments like that?—Yes, sir.

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4462-3. (*Mr. Hopwood.*) How many cabs do you think there are now?—According to the last police report for 1892, sir, there were 10,892 cabs—11,000 cabs in round figures. That is reducing the cabs by 5,000.

4464. Within what radius are the 11,000 cabs?—In the area of the metropolis here; that is the radius extending to the Metropolitan Police District right round, sir.

4465. Does that include Richmond?—Yes, Richmond comes into it; it goes as far as Kingston.

4466. (*Mr. Lough.*) You say that each of those 6,000 would be out 10 hours out of the 24?—That is so, sir.

4467. How many hours would you like the men to work?—About 10 hours.

4468. Well, if the cab was only out 10 hours in the 24, and the men worked 10 hours out of the 24, how would you find employment for the 14,000 men you spoke of for these 6,000 cabs?—Of course there would be two men to work the one cab.

4469. If there were two men to work the cab, and the cab was only out 10 hours of the 24, each man would only receive five hours' work; is not that so?—Ten hours' work, sir, 20 hours for the cab, and 10 hours each for the men.

4470. You did not say that before?—I said two men to work one cab with three horses.

4471. Perhaps you did; it may be my mistake. I thought you said you would only have one cab on the street 10 hours out of the 24?—Each cab to be on the street 20 hours.

4472. Which 20 hours?—The same as a man is out 16 or 17 hours now. He chooses his own hours. That supplies the public. If all the cabs came out early in the morning you would have no cabs after 12 or one o'clock. It is left to the yard and the men's own arrangements. Some men like to work late hours, some early hours; and by that the public can be supplied.

4473. Between four and eight there are but few cabs in London?—Between four and eight there are but few cabs. They go home at four; what are left are night cabs. Some men go out at four o'clock in the afternoon; they change at 12 at night, and go home at seven or eight o'clock in the morning. But there it is.

4474. Have you found it harder to make a living lately than when you commenced?—Very hard since the electric railway was opened, and the establishment of the telephonic business.

4475. What are your earnings now on an average?—I suppose my earnings on an average are something like 5*s.* a day.

4476. How many hours do you work for that?—16, 17, 15—very seldom under 14.

4477. (*Mr. John Burns.*) You said you were in favour of first, second, and third-class cabs, all at the same fare to the public; is that so?—That is right.

4478. But different prices from the cabman to the cab master?—That is so, sir.

4479. Are you in favour of the classification of cabs because it would tend generally to improve the first-class cab?—It would bring all drivers on a fair footing with the public. At the present time it is very aggravating sometimes to be driven along and see yourself lose way. Some of the gentlemen will not get into a cab that falls behind a better cab, and perhaps you may be an hour or two hours before you find another fare, because the man happens to be dissatisfied. And in many cases, at the present moment, the proprietors with the inferior property, are charging just the same as the proprietors with the good property.

4480. Then you consider that first, second, and third-class cabs being licensed is a fair handicapping in the race for a day wage?—It is a fair handicapping to the proprietor and the price that the driver should pay to the proprietor for his cab.

4481. With regard to the inspection of cabs, can you tell the Committee of cases where bad cabs have been passed through money being given to the inspector and the man who puts on the plates?—Oh, yes.

4482. Give me an instance?—At Rochester Row. Well, I know a great many cases by hearsay, but I know one particular case of my own. When I was manager for the Hyde Park Cab Company, of Chelsea, about five years ago, it was a frequent occurrence to give money to the inspector that passed the cabs. On one occasion I gave myself as much as half a sovereign to the inspector and the man for putting on the plate, stamp marks behind the cab; it was always a known fact that it was 1*s.* or 2*s.* that had to be paid to him, and, further than that, if you did not want the plate stamp marks put on that cab at a station (if you had a cab furnished and done up, the stamp mark was painted out of it; according to the law another stamp mark had to be put on it for the one that was taken out) he would come to the yard and put it on in the yard for you, and save you the trouble of going to Rochester Row or any other station where the cab might be passed if you gave him a trifle.

4483. Have you given those trifles?—Yes, I have.

4484. What did they consist of?—A shilling and 2*s.*; of course, I did not do it with my own free will; I was only the servant of the company, and I was obliged to do what I was told.

4485. The exigencies of competition and the necessity of pleasing the officials induced you to do that which you thought was morally and publicly bad?—Quite so, sir.

4486. Do you believe that many cabs in what would be their last year by honest inspection are passed through tips being given?—The life of some cabs is much longer than others, but it is according to the way they are looked after.

4488. Do you consider that cabs in their last year, after they have been treacled, to use that term, get passed through tips being given to the inspectors?—Yes, I am sure of it. I could give you an instance that occurred the day before yesterday. I have been trying to get the full facts, but I can get them: it was the case of a cab being taken to Rochester Row, and being refused to be passed there, and then it was taken to the Stonesend, in the Borough, and then passed. I can bring you the number of that cab.

4489. Will you send it to the secretary, the number of that cab?—Yes, I will find it out.*

4490. (*Mr. Lough.*) Was any payment made, do you suggest that?—I cannot say that any payment was made, but the fact of the cab being not passed in one district and then taken to another and passed, shows there must be something in it.

4491. (*Mr. John Burns.*) Is this generally done?—Oh, it is generally done if it is not passed in one place; in fact a cab is generally taken to the neighbourhood where the man is best known to the inspector that passes it.

4492. Have you any other complaint to make of the inspection system?—Oh, yes, I consider that when cabs are passed they should be passed in a fair and proper manner; that a man who does not give anything, his cabs should be treated the same as the men that do; that is to say, with the men that give the money the inspector never gets inside the cab, in fact, hardly looks at the cab, but simply walks round about two yards away from it, and goes in and tells the men to put the plate on it. The man who does not give anything, the little man with one or two cabs, perhaps he does not feel disposed to give anything, the inspector gets inside the cabs, looks all round, and if anything does not happen to suit him, sends him back, to come the next time and have it passed.

4493. (*Mr. Hopwood.*) Is there any appeal?—No, sir, no appeal, only to go and get it remedied, what he says is wrong; but the man who pays, his cab is never looked at.

4494. (*Mr. John Burns.*) Where is the money generally put when an inspection of cabs takes place?—Well, the opinion is that it is placed under the cushion, but it was inside the little office at Rochester Row where my money was given; where you give the papers.

4495. You handed him the money in the office?—In the office.

4496. Have you anything to say as to the relations between the cabmen and policemen?—Policemen in general?

4497. Yes?—Well, I say the cabmen are treated very unfairly by the police; they seem to make a target of

* *See* question 7691.

cabdrivers; they have simply got to pull out their book and put down two numbers, that is all the trouble they have got. You can see daily carriages, broughams, going the wrong side of the obelisk, and all you see the policeman do is to look at them and take no more notice. As sure as a cabman goes anywhere near the wrong side of an obelisk he is summoned. Not that I disagree with that, so far, but we ought all to be treated alike. If a carriage causes a block, or a cart, they do not take any notice of that, but they blame the cabman for it. "Cabman again," they say, and the cabman has to suffer for it; it is a very unfair way that we are treated; a cabman is talked to more like a dog than a man by the police.

4498. Is the attitude towards the cabmen as bad, or better, or worse, than it was?—It is bad, sir.

4499. Is it worse than it was?—Yes, it is worse, sir. I believe the more men try to organise themselves to protect themselves in police courts, the worse the police are against them.

4500. Given a perfect mechanical register of fares, is not that better in your opinion, than the present precarious system of paying for cabs?—I would like to see it come about; if it could be carried out, I would rather be paid a wage.

4501. That is what I mean; would you rather receive a weekly wage, based upon your paying all in to the proprietor, than have the present precarious system of paying and receiving?—I would, sir, and I should only be too pleased to work on those terms.

4502. Are you against the privileged cabs?—Yes, I should like to see all railways thrown open, because it is unfair to certain class of men, although we none of us know we might drive a railway cab, but still it is unfair when you are driving one; it is unfair to your fellow men, because that man might come three or four miles and set down a fare in a station, and he has to take his cab right away from perhaps three or four miles back, where he could have stopped in the station and had another fare. It is a thing that wants to be abolished, and I think the majority of the cab drivers would be in favour of seeing that done away with.

4503. (*Mr. Hopwood.*) What would you put in its place—the Waterloo system?—I do not think that the railway has any right to charge a man anything for coming into the railway station. I think if you pay a penny to take one of their customers from the railway, they have just as much a right to give you a penny when you set one down there. I do not see why you should pay them to take their people away any more than they should pay you to bring them there.

4504. Subject to regulations made by the railway company to admit cabmen into their private yards, would you be in favour of the payment of 1*d.* per fare?—I would be in favour of the Waterloo system. I should like to see all the railway stations thrown open, but I do not approve of the system of paying a penny to take a fare away.

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4505. As to the classification of cabs that you suggest, how would you settle what was a first, second, and third-class cab?—Well, I should like to see the whole of the control of the cabs, first of all, put under the county council, and from the county council I should like to see a committee elected of practical men who know the working of the vehicular traffic, and from that committee there should be a committee for the classification of cabs, with the assistance, perhaps, of a proprietor and driver added to it.

4506. You say that the classification could only effectively be made by a practical board?—That is so, sir.

4507. One question as to the police courts; is it a grievance with cabmen that they may have to come all the way from their homes in the suburbs to attend a police court in the metropolis when they have been summoned?—No, that does not seem to appear to be the grievance so much as the way they are treated when they get there; I do not think they would object to come the distance, as long as they thought they were treated fairly when they got there.

4508. Then you would not object to all the police summonses being issued at Bow Street?—Oh yes, I would object, sir, because I do not think it is right for a man who is there on a frivolous case of plying for hire, looking after his living, to be taken in the morning among a lot of criminals and different people, to stand there for hours amongst them. I think it ought to be tried at some other place.

4509. I was on the point of distance, you know, as to whether you would prefer—assuming that you had police court jurisdiction at all—to have all the summonses issued at one court, or whether you prefer the present system of having the summonses issued at each police court?—I think the whole of the cab drivers would prefer it being tried at some court other than the police court, at some central part of London.

4510. That is not an answer to my question; would you rather that all the summonses were issued at one police court, or do you prefer the present system of having cab jurisdiction in each police court in the metropolis?—I do not think it makes any difference myself, sir.

4511. If you lived in Richmond would you not mind?—The distance is not far.

4512. If you lived in Richmond you would not mind coming into Bow Street?—If I lived in Richmond I should, sir; but I mean within the radius of where the majority of cab summonses are; that is about four miles round. I do not think it matters for the four miles round, myself, whether it is at Bow Street or Rochester Row or anywhere else.

4513. One place would do for you very well?—Yes, one central place would do very well.

The witness withdrew.

Mr. Charles. Knighton called in and examined.

4514. (*Chairman.*) I believe you wish to give evidence upon the question of privileged cabs?—Yes, sir.

4515. Are you a driver now?—Not at the present time.

4516-7. How long is it since you have retired?—I am a driver of a cab, but not of a privileged cab.

4518. How long have you been a driver?—For about 29 years.

4519. For what portion of that time did you drive a privileged cab?—I drove one for Parker 25 years ago for about two years. I drove one for Bronge about 20 years, and the last one I drove was for Gunnham.

4520. (*Mr. John Burns.*) Tell us the stand?—In the Great Northern Railway.

4521. (*Chairman.*) All the Great Northern?—And the Euston.

4522. Now we should like to know your views about the privileged system?—Well, my views are these, that for all cabs to be on the same footing, that is to be all street cabs, would be beneficial both for horse and man, and be a great assistance to a proprietor in regard to the valuation of his property. It would likewise relieve the congested traffic in the streets of London by cabs going in opposite directions back to their various stations; it would be a great ease to the horses and likewise an ease to the man.

Mr. C. Knighton.

4523. Do you think that it would be fair that the companies should charge them a fee for coming in to ply in the stations?—Well, as far as I am concerned, the men have no objection to a toll being charged so long as they are all on one footing.

4524. That is what I mean. You think that there would be no objection to the charge of a small fee as they come in?—No, I am sure there would not, they would willingly do that; where the great objection lies is this: you see a privileged man comes out with his cab into the streets with a job and he is first everywhere in a manner of speaking. Of course you do not understand it like I do, but he takes the road back to his station and he is often crawling through the back streets intercepting a job that would go to a street rank; that only breeds a very bad feeling amongst the men whereby that man will not put on a rank; if he does the consequence is the street men back and front him in such a way that it is impossible for him to get a job, so he must go back to his stand to get another job. Therefore I say that the horse has got to do a double journey for the single fare, and when he gets into the station again in all probability there is a train in and only a few cabs. Out he goes again, and his

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horse has no chance whatever, and so it is continually all day long, whereas with the street man he gets off we will say from the East to the West and he puts on to the nearest stand that he can possibly get to so as to relieve his horse and to cause the horse to have a rest.

4525. (*Mr. Lough.*) Do you find it more difficult to earn a living now than you used to when you commenced work?—In regard to earning money do you mean?

4526. Yes?—Yes, a great deal.

4527. Your wages are not increasing?—Oh, on the other hand, the other way.

4528. They are diminishing?—Of course they are.

4529. I may just ask your earnings as a cabman?—They are not to be compared with what they were—well, take them back as recently as 10 years ago.

4530. Can you tell us what they amount to for a year on an average?—I reckon I am a very steady man; I work on an average 14 hours a day, and my money I should think comes to 23*s.* or 24*s.* a week taking the year through; that is on the average.

4531. (*Chairman.*) And 10 years ago what would you put it at?—I should earn 30*s.* and 35*s.* a week.

4532. (*Mr. Lough.*) Is this decrease in the earnings owing to there being too many in the cab trade for the work that has to be done?—I do think so—too many cabs.

4533. Too many cabs?—And likewise the other facilities that the railways have put into the streets for the public to avail themselves of; that is, those omnibuses.

4534. And has the underground railway interfered with you?—Well, in a great measure it has.

4535. Have the cheap 'busses interfered?—Yes, that has interfered with us greatly.

4536. So that altogether you think there is less work for the cabs to do?—Yes.

4537. And a great many too many cabs for it?—There are too many cabs.

4538. How many cabs do you think there are too many?—I should think there is quite a third.

4539. Are there more men than are wanted?—Yes, more men.

4540. How many men could be spared do you think?—Well, I should say, if I had my way of working these cabs, each should be worked by two men; each cab should have two men and each cab should have three horses, and by paying a certain amount of money over and above what they would pay now for one horse it would enable the proprietor to keep that third horse going so that a man would have a fair way of living both by night cabs and day cabs. And the way I should arrange it would be this; the morning man to get on the cab at 6 o'clock in the morning and be done with it about 4 or 5 o'clock in the evening, so that the night man should have the cab one or two hours longer; he should get on the cab between 5 and 6 o'clock in the evening and bring it back about 4 or 5 o'clock in the morning; that, I think, would be equally dividing the work up so that the morning man would have all the early work and the night man, on the system of night men who come out in the evening, would have all the night long work.

4541. How many hours a day would you expect a man to work under that system?—I think it a fair system that the morning man should have 10 hours with his cab and the night man 11; the night man should have the preference of one or two hours longer on account of being in the dead of night.

4542. Would you let a man have one week of the cab in the morning and one week of the cab at night?—No, I do not think that would do. Some men are better hands for a night work cab than others are; they would arrange it—the two men would work it easily and better in that way, they would get more into a system of working.

4543. Do you think there are sufficient cab ranks?—No, there are not. There are plenty of cab ranks sufficient to put cabs on but they are not in places fit. For instance, they have made a rank in Lincoln's Inn Fields to put 100 cabs there. They would never get off in a twelvemonth. There is another rank for 40 or 50 cabs at Brunswick Square a place where there are not two cabs called a day. In places like that it is utterly useless to put rests. I do not want you to put them in congested thoroughfares causing obstruction and evil, but they want to be placed in such positions that the public can easily get at them. In the vicinity of Regent Street, Oxford Street, Bond Street, of all places like that where there is plenty of business. It is no use putting a cab half a mile away from a principal thoroughfare where they cannot get at it and cannot see it.

4544. Have you had much experience of police courts?—Well, I have not given them much trouble.

4545. How often have you been in them, could you tell us?—I could not say exactly, my record is at Scotland Yard; I do not suppose I have been summoned a dozen times in the whole 29 years.

4546. Do you think the police are hard with cabmen from your knowledge?—It is all on account of the men; some cabmen give the police mere trouble than others. Of late I have found the police very good; I have no fault to find with the police, none whatever. If you are troublesome to the policemen of course you must expect them to be troublesome to you, as they are like ourselves, men that can, what I call, give and take, and if you are polite with them they would look over little things that they would not if you were saucy with them.

4547. (*Chairman.*) I think you say you find them more agreeable lately than they used to be?—Oh, decidedly; I must say the police are cent. per cent. better than they were 20 years ago.

4548. (*Mr. John Burns.*) Do you attribute that to better education?—Probably that might be and likewise the assistance of some of our influential gentlemen who have interceded for us, I expect.

4549. (*Mr. Lough.*) Shelters; I meant to ask you a question about them when we were talking about the stands; do you find the shelters useful?—Very, yes; they are very good places, but they are not what I thought they were first intended for.

4550. What did you think they were first intended for?—I thought they were intended for men to go in and rest out of the wet and cold, and such like.

4551. What are they for?—I call them men's refreshment houses.

4552. (*Mr. John Burns.*) Coffee shops on wheels?—Coffee shops.

4553. (*Mr. Lough.*) Does that mean that if you are not prepared to spend money you are not expected to go in?—They do not want you in; they want your room in preference to your company.

4554. What change would you make in them; would you have more shelters?—I should like to see more shelters; by having more shelters we should be able to go into them more, because there would be a great number competing one against the other; of course those places would not all be patronised as they are.

4555-6. You would like them to be freely open for all the cabmen on the stand to rest in?—That is what I thought they were intended for.

4557. And to read the papers in?—Yes.

4558. Instead of money-making affairs?—Yes, that is it.

4559. Would you like them to belong to some authority like the municipality?—I should like them to be similar to the County Council, a body to have the whole management of them.

4560. Are your in favour of sixpenny fares?—I am willing for anything that will alter the cab trade for the best, but I cannot see where that is coming in to alter it. For instance, we will just put it in this way: I am standing on St. James's Street one, two, three, four, five hours, and I have stood there all day; I get off, we will say, after standing there four hours, and then I get a sixpence. It is no money at all. And then again, you see, your proprietor will want equally as much money if it were a sixpenny fare as he does now it is a shilling fare, so that actually you will be riding at 50 per cent. less than you are at the present time, and he would demand the same fare.

4561. (*Mr. Hopwood.*) You mean you would be driving?—I should be driving; I would say that the sixpenny fare would be no benefit at all.

4562. (*Mr. John Burns.*) Would you not be carrying 60 per cent. more fares?—No, sir.

4563. Do you not think a cheap fare has a tendency to create cab riders?—No, the omnibus is too cheap; my opinion is that no person has a cab unless he wants it; that is my firm conviction of people riding in cabs. I carry some of the best gentlemen I may say in this land, and they all know me, and I know they do not have a cab unless they want it; I am positive of it.

4564. (*Chairman.*) Do you not think they take it out of friendliness to you?—No.

4565. What sort of a cab are you driving now?—Until I got the sack through this strike job I was driving a four-wheeler cab.

4566. (*Mr. Lough.*) India-rubber tyred?—One of Reckitt's best cabs; I do not think an india-rubber four-wheeler cab is necessary, in fact it is a disadvantage to the horse.

4567. (*Mr. John Burns.*) You had not completed your answers on the privileged system; have you anything to add?—Well, what I have an objection to are these railway omnibuses, they stand alongside the platform with horses in ready to convey the passengers to where they want to go. I think that a great monopoly if they are to stand there and rob these cabs of the best of their fares, which they do, four or five passengers and a lot of luggage which would take two cabs to take away, and stand there and ply for hire nothing more or less; and if they are allowed to do that, I consider they are robbing us of the best and the cream of our work.

4568. Now with regard to supplying these private omnibuses with fares and luggage, is it not a fact that under the private omnibus system that prevails at most railway stations the railway porters employed by the company co-operate with the private bus drivers and conductors to take the cream of the fares to the private omnibuses whilst the cabmen have the worst, which frequently happens?—That is quite right, that is my argument; I want these omnibuses to be empowered the same as we are, that is if a girl or an old woman comes with her box and she wants a 1*s.* ride for 1*s.* 2*d.* I consider that they should be the same as we are, sir, compelled to go with it. Instead of that they do not move under 4*s.* I am perhaps in the railway and take my turn behind 40, 50, or 60 four-wheeled cabs; when it comes to my turn I have perhaps to take an old woman with her box for 1*s.* 2*d.* I think they should be bound to do the same, and when it comes to my turn, if there is five or six good people with three or four pieces of luggage I should have it, but at present that does not come to me, it is the omnibus that has it.

4569. Apart from the inequality of terms which the cabmen receive as compared with the private 'busses at railway stations, there is a preference given by the porters to the railway omnibuses as against the cabmen, and the fares are specially selected by the porters co-operating with the private 'bus driver so as to get the best, whilst the cabmen have the worst that are left behind?—They do do so unless a fare says, "I do not want a 'bus; " I will have a cab."

4570. But there is a tacit understanding between driver and porter?—They do do so; it is not recognised, but it is so.

4571. You consider these men ought to be licensed?—I do, if they are going to ply for hire the same as we do on the side of the platform, I consider they ought to be licensed the same as a cab.

4572. Or a bus?—Yes.

4573. Do you consider that the privileged cab system secures this supposed object, the convenience of the railway traveller?—For the railway traveller, do you mean?

4574. Does the privileged cab system give to the railway traveller who comes into a station greater cab accommodation than he could secure if all cabs went in irrespectively?—Certainly not, sir; for instance, look at Waterloo, why you will find that place lined from morning till night with cabs waiting to get in; did you ever hear such nonsense as that? Go to York Road or any centre like that and you will find cabs there waiting to get in to get a job.

4575. (*Mr. Whitmore.*) Is there anything to prevent the very worst cab in London getting in?—There should be.

4576. No, but at present in London?—The man at the gate would say, "That cab is not fit to come in, you "will have to take it back."

4577. He does do that?—He does it, sir.

4578. (*Mr. John Burns.*) Subject to a man passing all cabs through a gate, or what is better the police inspection preventing bad cabs getting on the street, in your opinion all railway stations should be thrown open to the cabs?—The police inspector standing there?

4579. Subject to their being passed by a man at the gate on going in, all the cabs, street and others, should be admitted into all the railway stations?—On the same footing, yes.

4580. Do you think that the railway passengers and the public would be better served through that means?—Well, they would be on equal terms as they are at the present time.

4581. And you said just now that it would be a rest to the horse, an advantage to the man, a saving to the proprietor; you adhere to that?—Yes, here are two cabs, a Great Western and a Great Eastern, and each have to go to the station of the other. If he were a street cab he would stop there or have a job there or somewhere out that way; at present he has to go to his station, and there are two empty cabs on the road causing an obstruction, plying for hire; the horse gets no chance of a rest, and they require double the time for doing the job, whereas if that man went there he would stop there, get another job back again or further, or the horse would be resting. It would take him three-quarters of an hour to get back here, whereas in the three-quarters of an hour the horse would be rested and the man would be fresh, whereas under the present system the moment the cab gets back again to the station from which it started away it goes again with another fare.

4582. In your opinion are privileged cabs, hansoms and four-wheelers, superior to street cabs?—No, sir, not at all.

4583. Are they better or worse tell me?—The station cabs are a little more shiny in some instances, but the horses are not right, that is my argument, the horses are leg weary, absolutely tired out.

4584. Have you ever noticed anything at the inspection of cabs?—In what respect?

4585. Is it the general impression that a bad cab can be passed if a tip is given?—It is done so, sir.

4586. Have you ever seen it done?—I should be very sorry to say I have seen it done, but it is done.

4587. (*Mr. Whitmore.*) Have you seen it done?—I have not seen it.

4588. That is a perfectly clear question; have you seen it done?—I have never seen it done, but I know it is done. I have never seen the thing done so, I would not belie myself; it is a known fact that they can get a cab passed at some districts where they cannot get it at others.

4589. That you do not speak of from your own knowledge?—No, sir, I would not like to say anything on that point; what I do not know I would not say anything about.

4590. (*Mr. Hopwood.*) A point on the sixpenny fares; you are not in favour of the sixpenny fares, because, as I understand you, it is very hard to be taken off a stand after hours of waiting for sixpence?—Yes, sir.

4591. Do you see any objection to a system by which the public should be empowered to call a cab crawling along the street for a fare of sixpence a mile?—He could do so now under the present system; if a gentleman were to say to the cabman "Will you run me to so and so for sixpence," the cabman might say, "Yes, sir, I "do not mind taking you for sixpence."

4592. Ah, voluntarily?—Voluntarily, yes.

4593. Do you see any objection to making it compulsory?—Well you might do so, but I cannot see how you are going to do; they are two distinct things altogether.

4594. I do not follow you?—Why the consequence is that the preference would be given to the crawling cab instead of the one on the rank. You know there are people about who would use all manner of means to prevent losing money or spending money what they call foolishly; if they could wait five or six minutes to get a cab for sixpence they would not go to the rank to fetch one, so I do not think that would do.

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4595. As to omnibuses, you think that the station omnibus should be licensed?—I do.

4596. Do you not fear the competition of the railway companies if a system of licensing is allowed to them?—That is just what I should like to see; they would have something to do to compete then with the cabs, those big things want pulling about, sir, they want some horses in them; you send them with an old woman with her box for one and twopence and they will very soon get tired of the job.

4597. The point is this: if you admit the principle of licensing the station omnibuses as hackney carriages, do you not think that the railway companies will ask for licences for station cabs also?—That does not matter, they would have to have men to drive them.

4598. And they might get them from the country as they do the station drivers?—Get them from the country; it would be a very funny countryman that would drive a cab in London.

4599. They have done so for omnibuses?—I am a driver of many years standing. I can safely say that I do not know all parts of London.

4600. (*Chairman.*) I ought to have asked you, in the first instance, what you were before you took to driving a cab?—I was a butcher, sir.

4601. Working in London?—Yes, sir.

4602. You knew something about London before?—I am a London man, born and bred.

4603–4. (*Mr. Lough.*) Have you experience of those cases in which two men work one cab?—Yes, I followed a man myself.

4605. You have done so?—Yes, where a night man has followed me.

4606. In that case how many hours does each man work at present?—The morning man generally has about 10 hours, and the night man about 12; that leaves two hours for the cab to be in the yard to be cleaned.

4607–8. That is the question I wanted to ask you about; how many of such cabs do you think there are in London?—Well, that would be a very hard job to say of the fourwhecled cabs.

4609. (*Mr. John Burns.*) And hansoms?—Four-wheelers and hansoms?

4610. Five or six hundred?—Well, I would put it at that at a guess very roughly.

4611. (*Mr. Lough.*) Are they all employed in the privileged or nearly all in the privileged work?—Not at all, sir.

4612. They are not all employed in railway work?—No, very few.

4613. Generally all work?—Mostly street work.

4614. (*Mr. John Burns.*) Supposing there were two men working one cab on the system you suggest, would not the wages for 10 hours be less and how much less than the net wages of a man working a cab for 15 or 16 hours; may I put it in this way, if a man working a cab for 10 hours on the system you describe earned net wages 5*s*., would a man on a cab for 15 or 16 hours earn 16*s*. or 17*s*.?—I think a man working 10 hours would be better off by a shilling or one and six a day.

4615. (*Mr. Lough.*) Was it one horse?—One horse working the 10 hours.

The witness withdrew.

Mr. Frederick White called in and examined.

Mr. F. White.

4616. (*Chairman.*) Mr. White, you are President of the Cabmen's Union?—Yes, sir.

4617. Are you a driver yourself?—Yes, sir.

4618. At the present time?—I have not driven a cab lately, but have driven a cab continually for 16 years.

4619. Up till when?—About two months ago, sir.

4620. What were you before you drove?—I was brought up with my grandfather; I drove a cart.

4621. In London?—Not in London, at Sevenoaks; but from there I was sent to a West End shop—friends of my own, relations in London.

4622. Then you drove a little in London before you drove a cab?—Yes, I may say Hill's and Carter's, of Hyde Park Square, arranged for me to come to London.

4623. You had some experience of London and driving in London before you took to driving a cab?—Oh, yes; I drove about the West End of London a great deal.

4624. What is your idea of the makings of cabmen at the present day? Do they make less or more than they formerly made?—When I first started driving I could earn 2*l*. a week.

4625. By working how many hours?—By working something like 13 hours a day, and later, or right up to the time of my leaving off driving, I used to work 17 or 18 hours a day, with all my meals at home; on account of living so near the yard I could go in and get my dinner when I changed; and my money, sir, for 13 or 14 weeks previous to this strike was not 1*l*. a week.

4626. I think you said you had been driving 16 years?—Yes, sir.

4627. So that takes us back to 1878?—Yes, sir.

4628. And has that falling off been gradual?—Gradual; yes, sir.

4629. Did it begin very soon after you took to driving?—About five or six years after, sir.

4630. For some time you kept up pretty much on the level you started at?—Yes, sir.

4631. And gone slowly down hill?—Yes.

4632. Does it get worse every year now?—Yes, sir.

4633. What do you attribute that to?—I think it is the increased competition: and I may say, sir, that the city work is largely cut up by the telephone. Of course it used to be a common thing for a cab driver to take a fare into the city, and when he was in the city he would sometimes get seven or eight short shilling runs from, say, Throgmorton Street, that neighbourhood, to Leadenhall Street, perhaps well within a mile; but what we call very easy shillings, sir. But now the gentlemen seem as if it was hardly necessary to leave their offices; they can do the work by telephone or messenger.

4634. (*Mr. Whitmore.*) You used the word competition just now. Did you mean competition between cabs or competition between cabs and omnibuses?—I meant that the 'bus service had increased very much of late in numbers, and they run so quickly now one after the other. Then there is another thing. At one time, we will say after 11 o'clock at night, the cabmen had the privilege of driving everybody home; now the 'buses run to after 1 o'clock in the morning, and that means a great deal, because the people who used to ride late at night would often be a little bit liberal towards the cab driver. Well, now, they can go to Fulham, or any way down that road, sir, by 'bus.

4635. (*Chairman.*) You talk about them being liberal. I want to know what is your experience upon this point. Do you think that a man who drives a very good lot gets, as a rule, more than his fare—a sort of extra gratuity on account of his having a good lot?—That is rarely the case, because there is a class of people who use cabs who will have the utmost they can get for their money. But, at the same time, there are people who are more liberally disposed towards cab drivers, who if they are going, we will say, to Hampton Court, Richmond, and so forth, will have a good lot. I think, sir, that the man who drives a very good lot has to take a great deal of the rough, if I may use such a word, with the smooth. There are people who will wait at the corners of streets for five or six minutes until they see what they consider to be the best, and frequently when they do get in it is two miles for the shilling.

4636. But could you say, on putting the two together, that a man gained an advantage by having a good lot?—Yes, he would be a gainer, sir.

4637. On the whole?—Oh, yes, he would be a gainer, because he would get these fancy jobs at times.

4638. I understand that you attribute the falling off in your trade partly to the increase of other means of communication and partly also to the increase of the number of cabs?—Well, I do not think, sir, that we

can say much about the increase of cabs, because I think the police report will be against us there. I think the cabs are decreasing.

4639. Then as to the number of drivers?—Well, I think that cab riding itself is decreasing, sir,—that there are not so many riders as there used to be. I will give you an instance.

4640. I said drivers; increase of men coming into the profession, that is what I mean?—Oh, there is a great deal too many drivers, sir.

4641. I mean, do you attribute part of the overcrowding to the number of men who take to cab driving?—Well, I think, sir, there are a great many too many drivers, and at the same time it enables the proprietor to get, or has done, considerably more for his cabs than he used to get, because in the cab-yards now you will find a great number of men unemployed, waiting at the top of the yards ready to be called down, and that of course gives the proprietor a certain amount of leverage whereby he can get sometimes what we might say a very unreasonable sum from the drivers who are unemployed. I myself may mention that frequently I have had to part with things for the purpose of making up money that I have never earned. Sometimes I have had a watch three months out of the 12, and the other nine months a pawnbroker has minded it; and that has frequently occurred not only with the watch but with other things.

4642. But what I was trying to get at was this. The general opinion seems to be, so far as we can collect it from our witnesses, that there are too many drivers, too many cabs—the whole thing is overdone, and that the issue of licences should be stopped?—Oh, yes, there are too many drivers, sir. We have something like 15,000 drivers, and at the same time something like 11,000 cabs. We have never got 11,000 cabs running, because a great number of the cabs would have to go in for repairs, and you might perhaps bring that number down, something more like 8,500 or 9,000 cabs. Well, then, you would have something like 6,000 more drivers who would be out of work.

4643. Very good. Then how would you stop that? Would you be in favour of leaving off issuing new licences for a time?—Certainly, sir.

4644. Would you be in favour of knocking out any of the licences in existence now?—No, I would not be in favour of interfering with the men who are licensed.

4645. Would you only stop issuing any more for a time?—For a time, sir.

4646. That would bring it down very very slowly; hardly appreciably till several years had passed?—I think that the black sheep of the trade might be weeded out, if I might go so far.

4647. You mean men who have got into trouble?—I do not mean to say for any trivial offence, but what were considered unfit; and frequently the good men have to suffer for that class of driver.

4648. What are your opinions about youths and boys driving?—I could mention a case where a man by the name of Charles Case, who has some stables, and is a very wealthy man, took one of his sons, who is something like 17 or 18 years of age, down to Scotland Yard a few months ago, and this youth was licensed. Now, if it should be a matter where, say, a man should die and leave a son of the same age, we might say it would be a good thing, if this lad had a thorough knowledge of town and horses generally, that he should be licensed, so that he could support his mother or brothers or sisters; but we think that where the majority of these cases do happen it is generally with the more wealthy, who are anxious to get their sons licensed, and in the majority of cases it has been an unfair competition with the man who has to keep his wife and family.

4649. (*Mr. John Burns.*) Then, on that point, would you abolish the privilege that the proprietors now get from the police of entering their sons a year lower than the legal minimum?—Just so.

4650. But, apart from this, would you be in favour of raising the legal minimum for everybody?—As to age, sir.

4651. Yes; saying no one shall drive till they are 20 or 21?—I should say 21, sir; because, of course, we could not deal with one side without the other, not fairly.

4652. What is your experience about the examination of drivers and of the lads before they are passed; do you think there is an efficient examination of the drivers, to begin with, as to their capacity for driving, and as to their knowledge of London?—I think, as far as the examination of London, of the drivers' knowledge of town, that there is not a great deal to be said about that, for any old driver could so coach anybody up by just giving him a few places that he feels confident that he will be asked on paper, that the man can go and learn, but there is not sufficient guarantee given that a man is qualified to drive. I may tell you that I know of a case where a man went down to Scotland Yard, and got the requisition, and nobody had ever seen this man drive, so he stopped a man with a horse and van, gave this man fourpence to go and get a pot of beer while he drove this horse and van up the street and back, so as to show the man who was going to sign that he was a qualified driver—that he had seen him drive. It is not very satisfactory. I can assure you, sir, many times, in driving along the streets, I have got down and rendered assistance to hackney carriage drivers who have not known what to undo or what to do, when horses have fallen down, so as to free them; they have not really known how to go about their work.

4653. It is true, is it not, that a great many—I think we have had it stated that as many as one-half, of those who come to your business come to it without knowing anything about horse or harness or driving?—That is frequently the case.

4654. Would you put it as high as half—that half the drivers in London are inexperienced before they begin?—Yes, sir, I think you might go that length.

4655. How about the inspection that is necessary before the cab can be passed; do you think that is efficiently conducted?—There is just one little matter.

4656. About the drivers?—About the drivers. It seems that countrymen who come to drive in town go to Scotland Yard, take a letter from one of the suburban owners, and, after they have got their licence, they come and drive in London, and a great many of these men are not qualified. They get their licence through the letter. What we say is that they should have a different colour, the colour of the licence, for the men who drive in the suburbs, so that no man should drive in town without he has a licence to drive in London. Then, so far as the passing of cabs is concerned, that is a little bit unsatisfactory. Of course for seven years I drove my own cab, and I can assure you that two friends of mine—and I would not make an assertion without I could substantiate it, and I will if you desire it to be done—went to a sale and bought two cabs. These cabs were not in bad condition, but they were not fresh in paint or varnish. They took those to Albany Street to be passed by the police inspector, and he told them to go and get a coat of varnish on the cabs. They met a proprietor who had got a number of cabs. "Oh, I can manage that for you"; he took these men with the cabs, and five shillings apiece paid to the inspector, and then plates were put on the cabs.

4657. (*Mr. Whitmore.*) The cabs belonging to the proprietor of the cabs which had been bought?—These were the cabs that had been bought by these two men. They were old drivers, and the proprietor had sold up his stock to go abroad, and they bought two cabs and a couple of horses too; they were not in bad condition but they were not in such a condition as they ought to have been.

4658. (*Chairman.*) Who took them and got them overhauled?—A man named Hollings.

4659. A man who had nothing to do with them, simply all friends?—Previous to becoming a large owner he had been friendly with these people.

4660. He acted from friendliness and got these things passed?—And got these things passed, sir.

4661. Do you think before a man obtains a licence he ought to prove that he intends to drive as his sole occupation?—To drive a cab?

4662. Yes.—Oh, certainly, sir.

4663. You would not be in favour of licensing him at all if he does something else as well as driving?—I think there are some trades where it is necessary to draw a little bit of a line. Now painters can frequently earn very good money during the summer months.

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have known these men to persevere as cab drivers during the wet weather when they cannot do any painting. But where a man, I think, would show that he is a genuine workman, and had got an understanding satisfactorily to everybody, I would not prevent that man doing a bit at his own trade. But we have so many men who now hold licences that the proprietors frequently do not use them only just now and again, and they use them for their own purposes, and these men when their licences go in often bear a better character than a man who is continually driving and runs all risks has, because these men do not care to work above two or three days and fill up any vacancy that a proprietor may want, and they are the men, sir, that I should, and I consider it would be fair to, prevent holding a licence.

4664. Well, but those men you have just been describing, must do something during the remainder of their time when they are not driving. What do they do to fill up their time?—We look upon them as being "street-corner men," who will work only when they are hungry.

4665. You mean they are not working?—No, they stand about.

4666. They are not working at any other occupation?—No, sir.

4667. (*Mr. Whitmore.*) How would you stop that?—We think when a man is employed by a proprietor that when he leaves that employment it should be notified how long he has been in the man's employ, whereas frequently, although the licence is held by this proprietor, the man has not been on a cab for six weeks, and frequently longer than that.

4668. (*Chairman.*) As I understand you, you do not object to a man driving occasionally if he has some *bonâ fide* trade or occupation in which he may fill up the remainder of his time, but you do object to allowing a man to drive if during the remainder of his time he is a mere loafer?—I think a genuine workman ought not to be prevented from filling in his time, but the loafer, I think, is a disgrace to the cab trade.

4669. Do these represent your opinions; you think that a man who is an occasional worker between whiles ought to be allowed, but a loafer altogether ought not to be allowed to drive?—I think so.

4670. Have you ever had anything to do with police courts in your time, I mean as a sufferer?—Well, I have been summoned a few times, sir.

4671. You have seen something of the dealings with other men?—A great deal, sir.

4672. What is your opinion on these three points. In the first place, what do you think of the relations between the police and the cab drivers?—They are very bad indeed, very bad. I assure you that I consider that three parts of the cases as against cab drivers are manufactured. I think that the police necessarily must do something to show that they are needed, and going into a great many of the police courts I think there may be three or four cases that might occur from overcharges and so forth, but I have known as many as 70 and 80 cabmen summoned for looking after what I consider to be their living, that is to say they are summoned for such offences as loitering, causing obstruction; and when we take into consideration that the cab rank accommodation is so very scant, not nearly sufficient for the men to place their cabs upon, it is not surprising the drivers go searching about and sometimes will have a turn round, and that means a visit to the police court, and the worst of it is this, sir, that if they offer any explanation they always have to pay more money than if they go in and plead guilty.

4673. Now you are coming to the practice of the court, which is not what I asked you. I asked you first what were your relations with the police out of doors, friendly or unfriendly?—Very unsatisfactory.

4674. Do you think the relations with the police are better or worse than they were when you began driving?—I am bound to say, sir, that they are better.

4675. (*Mr. Whitmore.*) How do you account for that?—Well, I will tell you, sir. I think we, as cab-drivers, have largely improved during the past years; I think that the police have also improved, and working men generally have improved.

4676. This is a question I had not intended to ask you, but your answer has suggested it to me. Do you think, in spite of the bad times, and the makings and earnings of the profession being less, the quality of the men has improved?—Oh, it has, yes.

4677. You think, in spite of less profits, your fellow-drivers in London are a better set of men than they were when you started at it?—Oh, yes.

4678. (*Chairman.*) The next question about police courts you have partly answered already; I understand you that in the police court the police evidence is in your opinion not genuine?—No, sir; and you see it is very dangerous to contradict the evidence, because it means this. I can tell you that latterly sometimes we have defended as many as 10 cases in one day.

4679. (*Mr. Whitmore.*) You mean your Union has?—Yes. Mr. Hannay got so excited at Marlborough Street the other day when he saw all the different cases being defended, he got his red book in his hand, threw it down on the floor, lost all control of himself, and said, "I shall never get away." Here again, instead of fining the man 6*d.* and the 2*s.* costs that he would have done if the man had pleaded guilty, he fined him 10*s.*

4680. (*Chairman.*) Well, then, is it your experience that men sometimes plead guilty in order to get away and get a job rather than fight it out?—Oh, yes; in fact, sir, some three months ago, myself and a gentleman, he was a gentleman of position, went to Albert Street, and we had been discussing the question, and we counted something like 35 cases disposed of in something like 23 minutes. We timed them. The last man came up, you know, "Guilty, or not guilty?" "Guilty." "2*s.* 6*d.*" So-and-so, 3*s.* There was no evidence.

4681. (*Mr. Whitmore.*) Did they plead guilty?—Well, they pleaded guilty because they had not the means of defending the case, and they knew it was unwise, but the men were ready in a batch, and as they passed through the magistrate said what they were to pay, and they walked out.

4682. (*Chairman.*) But do you feel convinced that they were not guilty?—I feel convinced, sir, that a great many of the men were not guilty, and in fact all the old workers of the trade, when we had no organisation, always used to say to them, "Well, it is no use "you defending yourself, you had better go and plead "guilty and shut the policeman's mouth." I will tell you what I have known. I have known a man who ought to have had a month's imprisonment for striking a policeman with his badge go in and plead guilty, pay 2*s.* and the cost of the summons, and another man who had two gentlemen he called up to speak on his behalf was fined 10*s.* for taking up the time of the court, the man who really thought he had a very good defence.

4683. I was going to ask you this question arising out of what you have said already about the present system. Do you think it would be an improvement having a special court for dealing with cab cases only?—Yes, sir, yes.

4684. Why do you think it would be better than the present system?—Because I think if there was a special court the truth would be able to be arrived at, and I think, however trivial a case may be, that it is necessary that the truth should come out of that case.

4685. Why do you think there would be better means of getting at the truth in a court that is given up to this one subject rather than in the other?—Because under the present system there is no trial at all. He is only walked up to pay. It is only bringing the law into ridicule and contempt.

4686. That is because you always plead guilty; if you did not plead guilty you would have a trial, would you not?—Yes, sir, but it would be more expensive.

4687. (*Mr. Whitmore.*) Why should not the magistrate sitting in court occupied with cab cases become equally weary of charges of loitering as Mr. Hannay was on the occasion to which you allude?—That might be brought about by having younger police magistrates in some of our police courts that would be more painstaking.

4688. Yes, but the younger magistrate would be as vigilant in the court, which would not take only the one class of case?—I think some magistrates, a few, do pay a great attention to the business that is before them.

4689. (*Chairman.*) You might get that special sort of magistrate in your special court. What we have not been able to arrive at from any of the witnesses is why

they should get better terms and more justice from a court that tried only that one class of cases?—You are driving down Whitehall, a policeman states you are loitering about. It is only a trivial case and it is hardly fair to put that man in the dock simply for getting his living, for encouragement for being a persevering man; a man in any other business going about it in the same way would be considered a good worker, a cabman takes his cab, looks about the streets to find a customer, he is made a prisoner for persevering, whereas the other man has the credit of being a persevering man.

4690. That would be an alteration of the law you would desire; granted that the law is as it is, do you think you would have better justice or better chance of getting redress in a court given up to cab cases only, rather than in the police court?—Yes, sir, I think so; I think our magistrates in many instances are too busy.

4691. The magistrate who has to try cases would be extremely busy too?—We could not contract our cases; at the same time we could have different men.

4692. (*Mr. Whitmore.*) Different magistrates you mean?—Yes. There have been a few lately. My experience has been this; the other day at Marlborough Street a case was not finished till half-past 4, there were 59 or 57 cab cases and busmen combined, and they were all rattled through in about three-quarters of an hour.

4693. (*Mr. Lough.*) This is your point, that these courts are too busy with other business to give attention to these small and trivial cases, and you said if there was a small court with a magistrate much less highly paid he would give all his time to it. That is the reform you would ask?—Yes.

4694. (*Mr. Whitmore.*) Supposing the number of the existing magistrates in London was increased and the number of courts was increased and more time was therefore given to each for the disposal of all the different classes of cases which come before it, might that not meet your grievance?—Well, sir, our men have complained for years that they are treated very harshly and made criminals of for what they consider only civil offences.

4695. (*Mr. John Burns.*) You not only object to the criminal association of an ordinary police court where cab cases are tried, you object to the police association and the influences that are generally brought to bear against the cabman by the comrades of the policemen who make the charge against them?—That is so.

4696. (*Mr. Whitmore.*) Precisely those influences would be brought to bear, would they not, in a special court?

4697. (*Mr. John Burns.*) No, certainly not.

4698. (*Mr. Whitmore.*) I want to know.

4699. (*Mr. John Burns.*) The police back one another, I understand, in charges against cabmen?—Yes.

4700. (*Chairman.*) Surely that would be the case in whatever court the cases were heard; the police would always be the witnesses and they would always back one another up; I do not see any escape out of it?—I might mention a case which would throw a little light. Before Mr. Newton there were one or two cases; we always think the magistrates back the policeman from our point of view; it has only been our experience. Mr. Brooks, who is a large fruiterer in Regent Street, went up to give evidence before Mr. Newton one day on behalf of a cab driver, and Mr. Newton told him that he ought to be ashamed of himself to go up there and contradict a policeman. Two days after that Mr. Jay of Regent Street went across to Mr. Newton to support the police. Mr. Newton told him it was very good of him, as a West End tradesman, to go and support the police; those two cases happened.

4701. (*Mr. Whitmore.*) What is to prevent the same thing happening in a court specialised for police court cases as well?—That is so.

4702. (*Chairman.*) I am not trying to drive you away from your position that things are unsatisfactory as they are; but I want to see why a special court given up to that one set of business and no other would give you any better chance; the same unfairness that goes on now might go on there, I should think?—Our line is this, sir: that by having a special court we should be able to take up sufficient time to try and call witnesses, whereas we do look upon it now, sir, as being dangerous to call witnesses. If we had a court which was given up purposely for these cases we should, if we had two or three witnesses, be enabled to call them, and we think we could frequently clear ourselves or make our case good, sir, whereas now we have had people of position go up for us, and the magistrates—if I may use the word—frequently chop them up, sir, for taking up the time.

4703. Then it comes to this, does it—I do not want to put words in your mouth, I understand your view to be this—that if you had a court given up to this kind of business only, there would be more chance of your having a good hearing and a fair trial than there is now, when your cases are heard at the fag end of a day after other business is disposed of, or when the court is tired?—Yes, sir.

4704. I want to ask you a question on quite a different subject now, that is on the privileged system at railway stations; you have had some cause to consider that?—Yes, sir.

4705. Have you ever driven a privileged cab yourself?—I drove one of the London Improved Cab Company's for about 18 months.

4706. What are your views about the privileged system; is it an advantage to the public?—No, sir.

4707. Good for the men?—No, sir.

4708. You would prefer to have it done away with altogether?—Yes, sir.

4709. Free the stations as open places for anyone to go in?—Yes.

4710. Would you see any objection to the drivers being charged some sort of a toll for going in?—That is done now at the South-Western; we have frequently said that we would pay the toll if necessary; but on the other hand we have looked upon the railway companies as being very wealthy people, and thought that we were there for the accommodation of the passengers; although we would pay the money, sir, to get the stations thrown open, we do not think they have any right to charge us.

4711. The first point is to get the stations opened?—Yes, sir.

4712. To get that you would be willing to consent to pay the money, but you would rather have them opened and not pay the money?—Yes, sir.

4713. (*Mr. Lough.*) One question about police courts; you are not insisting that general offenders should escape unpunished?—Oh, no.

4714. You regard it as the interest of every honest driver that all bad characters in the trade who are caught should be punished properly, do you not?—Yes, sir.

4715. But your notion is that the present jurisdiction of the police court tends to create criminals rather than diminish them?—Yes. I mentioned just now that a man who really should have had a month's imprisonment for striking a policeman pleaded guilty and got off by paying the cost of the summons, whereas if that case had been thoroughly gone into that man would have been punished as he deserved to be. And then the man who frequently behaves the worst gets off the lightest under the present system, and the man who really feels that he has a good answer to his case has to pay more for taking up the time.

4716. Well, your point against the present system is that really justice is not done under it?—No, sir; far from it.

4717. The men are classed together and stigmatised as criminals, hardly getting a trial?—That is so.

4718. Instead of any patient inquiry into their difficulties?—That is so, and while we are just mentioning this, sir, there is this matter that I perhaps ought to mention, and that is that we have over 3,000 temperance men, cab-drivers, and a great number of them have been charged with drunkenness; that is to say, that if they have had an argument with the policeman in the small hours of the morning they take them in and charge them with being drunk. Well, we think, although in the majority of these cases the men have been enabled to clear their character, that 7*s.* 6*d.* is a great deal too much for a poor man to have to pay for a doctor.

4719. (*Mr. Whitmore.*) Is that the case at the police court?—At the police station, sir. And we also think that a man should be enabled to have what doctor he

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thinks fit, providing he is a respectable medical practitioner; that he should not be, as it were, married to any man the police like to send for; but he should be able to have duly qualified registered men.

4720. Tell me about the privileged cab system; I suppose you think it is desirable that the cabs which habitually work from railway stations should be a good class of cab, and that their drivers should be specially respectable men?—Well, I think, sir, that all men who are licensed by the police to drive cabs should have equal rights, and I think that the public could be better served in many instances, because if you would look at the class of cabs in the Chatham and Dover stations they are very rough, and frequently those cabs which are privileged to ply for hire at some of the railway stations would simply starve in the street, only by ranking up inside the station yards the porter goes with the luggage to the man which is first; these cabs could not live at all in the streets.

4721. You yourself, I think, have used the expression "black sheep" as applied to certain cabmen?—Yes.

4722. Do you not think it well that there should be some system by which the worst cabs and the worst cab drivers should be excluded from that special kind of work?—Yes, sir.

4723. How would you suggest that that should be done?—So far as the drivers go, I think that the powers, those who are looking after the licensing of those men, should pay more attention to them.

4724. Originally?—Yes, and the cabs, a great many of them are only just fit, and a large number of those that should be broken up are cabs that ply for hire in railway stations. I will not say anything about the Great Western and the Great Northern, but the Euston have some very bad cabs, so they have some very bad cabs in the Chatham and Dover stations; the South-Eastern have very bad cabs.

4725. If the privileged system were abolished altogether, would any appreciable advantage follow to the cab drivers as a whole?—Yes, I believe, sir, directly that is done the cab drivers will be happy and not until then, because it will make the men friendly, the one with the other, it will be such a great thing as regards thinning the London streets of heavy traffic, because a man, we will say, who plies from Liverpool Street, and goes to the Great Western at Paddington, if he were allowed to enter the station free of charge, or whatever the case might be, would be able to stay there. Now frequently passing such places as the Mansion House you will have to wait several minutes before you can either walk or drive.

4726. But would you object to the railway authorities having the power to exclude a cab or a cab driver they thought was unfit to come into the station?—No, sir, I think they should be allowed; I think that they should have full power to prevent any cabs from going to the stations that they consider to be unfit, and the same with the drivers, sir, if the driver was dilatory in appearance.

4727. Then as to the toll, does not the payment of a toll rather tend to exclude, if there is such a person, the perfectly impecunious cabman?—No, it would only be a penny, sir; I think that would hardly prevent him, because a cabman is very neighbourly, he would go to one of the others and say, "I want to come in "here and I have not got the penny to go in with," and though the cab drivers are a body of men who work against one another, when one is in trouble the trouble of one is the trouble of the whole.

4728. (*Mr. John Burns.*) Is there any special reason why the horses and the cabs and the character of the drivers taking passengers from railway stations should be superior to those which supply the general public?—None whatever, sir, in fact the best property you will always find in the street.

4729. And from the point of view of value of luggage conveyed, the actual cost is against the value of the railway luggage as compared with the value of some things that street cabs convey from point to point?—Yes, that is so.

4730. It is more frequently dirty linen than coupons, bonds, pictures, or jewellery?—Yes, that is so.

4731. And in your opinion from the point of view of value and guarantee for driver's honesty, there is no more need for a privilege for a railway station than elsewhere?—No.

4732. The privilege gives no guarantee as to the man's character?—No.

4733. Does the privilege given to a privileged cab driver guarantee a better class of men or greater honesty?—Worse, and I will prove it, taken as a whole, the privileged drivers are men who have no energy; the energetic men could not go and sit in a railway station for two or three hours, which is frequently the case. He would want to be about; he would be wanting to do something or trying, and all what we call business men, the business men who are cab drivers, sit on their cab and persevere with it, but so far as the privileged drivers go, they will not compare with the street driver in any shape or form.

4734. Then if the railway stations were thrown open to the general street cabs it is almost equivalent to the creation in special districts where there is very little cab accommodation of standing accommodation for something like 2,000 cabs?—That is so.

4735. Does the privilege system inconvenience the outside public by causing congestion outside the stations?—Oh, frequently, and frequently railway stations that are capable of housing hundreds of cabs, at certain times of the day are quite empty, whereas if they were thrown open the cabs that are setting down at these particular stations could go into these various railway stations and take their turn, and it would mean a thinning of the whole of the London street traffic.

4736. Have you considered the question of a weekly wage for cabmen?—Yes.

4737. Are you in favour of it or not?—Yes.

4738. Why?—I think that the last few years, cab drivers have led a life so much of, we might say, a game of chance, because there is no certainty that he is going to reach the proprietor's money let alone getting anything for himself, that it would be far better for the cab driver to know that he was going to receive some wages for the work that he is doing rather than going home day after day with 9*d.* or 1*s.* 3*d.*, as has been the case, and I think that any man who works might be paid for his work.

4739. Assuming a taxameter or mechanical system should be adopted for registering fares, and that the cab driver received a weekly wage, would you favour that instead of the present precarious system?—Yes.

4740. (*Mr. Hopwood.*) What would you call a fair weekly wage?—I have hardly thought that out, sir, but if I were driving a cab again to-morrow—of course I am differently situated, having three children who earn a little money—I would rather take 25*s.* a week for given wages than I would work as I have been going on.

4741. (*Mr. John Burns.*) Would you say 6*d.* a hour, would you call that a fair wage?—Yes, I would accept 6*d.* a hour.

4742. (*Mr. Lough.*) Chair-marking licences, do you know what that is?—Yes.

4743. What is it briefly?—That is that on a man leaving his employer without having perhaps given him a day's money or quite so much as he should have paid, the employer marks the licence in such a way as to convey a meaning to the other owners. Frequently they will spell everything instead of putting it in figures, and if the employer is very spiteful he frequently does it in red ink, and then the man goes from yard to yard and they simply tell him that they have not got anything for him this morning, and I have known men to walk about, good men, respectable men, through that marking, when the licence has had months to go; I have seen these men who have held what you might say a good position among their fellow men walk about until they had become ragged and nobody would employ them, and we think that the proprietors should not have that power of marking a licence so as to ruin a man, but I do not know hardly how we are to get over the difficulty, so far as the law goes, if you go into a shop and do not pay they have a right to summon you, and the same thing applies to the owner with the cab driver, and we think that that should be done, rather than that a man for the sake of two or three shillings should be ruined until he can renew his licence again. There is another system, what is known as the red book—I do not know whether you have had that—that is that the association proprietors send round names of the defaulters each day.

4744. Is that done largely?—Oh, yes.

4745. (*Mr. Whitmore.*) Do you object to that?—Yes, we object to anything like that, sir, because it means ruination to the driver, and at one time a man could get over the difficulty by leaving the Middlesex side of the Thames and going over to the Surrey side now they are amalgamated all round.

4746. (*Mr. Lough.*) You do not mean to say that we should provide an immunity for a driver who owes money?—No, sir, but we think where proprietors have any claims in respect of debts of that kind they should recover them in what we consider a lawful way, by bringing an action for any debt that is owed them.

4747. You would rather they demanded the price of the cab in advance than mark the licence, would you not?—Yes, the marking of the licence is very bad.

4748. It is a small legal point; you want to make it that the owner has really not that right with regard to this document?—No, we do not consider that he should have the right; it has been done for many years, of course, but it is one of the burning questions with cab drivers now. A cab driver may have been in employment for some time, and, the licence having four months to run, they frequently have to walk about for the best part of the four months through not having been able to pay the last day's cab money.

4749. (*Mr. Whitmore.*) But the question of the red book is quite distinct from the marking of the licence?—It shows conspiracy though, sir.

4750. The red book is simply a book kept by employers who register in it a list of drivers who in their judgment have been defaulters?—Yes, only it is sent round to the various proprietors.

4751. Supposing the Cab Drivers' Union had a book, call it a yellow book, in which they kept a list of masters whom they thought were unfair masters, would you have that made an illegal thing?—Well, the Cab Drivers' Union, sir, is not in a position, because they have got so many more cab drivers than what they can really find work for, so that is impossible.

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4752. No, I am putting it to you as a hypothetical case; I want to know what is really in your mind; is it wrong, in your judgment, that any class of people, whether employers or employed, should keep for the information of the body which they represent information which is of undoubted interest to themselves?—I do not think it is right, sir, that conspiracies on either side should exist.

4753. Well, but do you call the record of material information conspiracy?—Yes, sir.

4754. (*Mr. John Burns.*) You did not object to this red book being used as a means of detecting the defaulters, but as being used for purposes other than that of making known to masters dishonest men?—No, we do not object to the red book if it were carried out with good intentions for the purpose of detecting; but the only thing is it is very hard when a man had proved himself to be a good servant by being in the employ of a proprietor for two or three years, that he should become a defaulter, and then find himself in the red book, whereas if he had worked for any other person for the same length of time he would have finished up with a good character that he would have been proud of, whereas with the proprietor he generally leaves in disgrace.

4755. Does it frequently happen that men are put in this red book through getting into debt for bilking?—Frequently, sir; that is what I meant just now, that if they were to use it for the purpose of striking out the men who were ——

4756. Genuinely bad?—Genuinely bad.

4757. Through their own fault?—But when a man drives somebody about all the day, and gets nothing for his labour, and then finds himself in the red book, it is very hard; they do not draw the line there, they treat every man alike.

The witness withdrew.

Adjourned till to-morrow at 11 a.m.

NINTH DAY.

Friday, 13th July 1894.

PRESENT:

Mr. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

Mr. HENRY SOMMERS called in and examined.

4758. (*Chairman.*) You are a non-unionist, I believe?—Yes, sir.

4759. How long have you been a driver?—I have been driving coaches and mails, and omnibuses, and cabs all my life time. I never knew anything else.

4760. Were you a Londoner by birth?—Oh, yes, sir; I was born in Wardour Street, Leicester Square.

4761. I suppose you knew London and your way about before you took to cab driving?—Oh, thoroughly.

4762. And you had been used to horses before you drove a cab?—I was 17 years in Chaplin and Horne's service.

4763. Driving their business carts?—When the rails came up.

4764. How many years have you held a licence for a cab?—Seventeen.

4765. Do you think there are too many cabs and cab drivers now on the streets?—There are a great many loafers that obtain a licence; they do not hold it very long, sir.

4766. Do you think it is more difficult to make a living now than it was when you took to cab driving first?—Yes.

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4767. You make less money?—We make less money.

4768. And have to work longer hours for it?—And do more for it.

4769. And have to work longer hours?—The rule is, the way in which cabmen do it, is, that if they should fall short in their day's work they stop out late to do it; the poor horses suffer. The man who is working only with one number, he is obliged to put in 11 hours, but other yards allow them to stop out till they get the money, in fact.

4770. On the whole, taking one cause with another, you find it is more difficult to make a reasonable living out of cab driving now than it was 10 years ago?—Oh, yes.

4771. And do you think it gradually gets worse?—Gradually gets worse, on account of short traffic being cut up by the omnibus traffic. Omnibus traffic has increased so, and fares being small the people can go

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here and there, and if they are not perfectly tied for time can do it for one-fourth of the money.

4772. That is one of the principal causes, you think, of bad times?—I think so.

4773. What do you think about there being too many drivers; do you think that contributes to it? I mean, do you think that there are more drivers than there is work for?—Well, there is more work; they are in the way of one another in a manner of speaking. But I would not wholly do away with the supply of cabs.

4774. No; of course you would not be in favour of taking away licences from those who have them already?—Oh, no.

4775. But what do you think about refusing to issue any more?—Well, I think for a time, sir, it might answer.

4776. So as to bring the number down to something more like what there is a demand for?—Yes.

4777. Do you fancy, as things are at present, there are a great many cabmen who really do not get enough work to maintain themselves with?—It is this way. You know, sir, if a man obtains a situation with a cab master, as long as he can pay the money in reason—I do not hold with the fixed scale—I do not hold with a fixed money, because there are thousands of men who, in the winter time, do not earn the money, but their masters make an allowance for them. They say, "Well, you are two shillings or three shillings "short to-day, you must remember and make it up "to-morrow if you have a good day." Well, if they can do that they can keep their places; if a man is always behind, he has his licence given him.

4778. What yard do you drive from?—I have been driving for Mr. Moses Smith for eight years.

4779. Are you driving now?—No.

4780–81. Do you think it would be to the advantage of the public and of the cab-driving profession to limit the drivers in some way—have fewer than we have at present?—Perhaps it would be advantageous if you suspended the issuing of licences for a time.

4782. Of course, it would have to be for a considerably long time, to bring down the number so as to be felt?—It would. There are between 500 and 600 more drivers than can obtain places.

4783. That is what I mean by having too many; and, of course, they all cut one another's throats?—Yes.

4784. What is your experience about the way drivers are examined at Scotland Yard before they are licensed to drive? Do you think that examination is a real test of their power to drive, or is it rather a sham?—Well, they are sent back to study the map, you know, if they cannot answer the questions.

4785. That is about knowledge of London; but I mean about knowledge of driving, of horses, and harness, and all that relates to a horse?—There are some who never saw a horse, in a manner of speaking, before; if you put the harness down and told them to put it together again it would be all wrong.

4786. Exactly; you do not think that the system of examining at Scotland Yard—— ?—Is rigorous enough.

4787. What do you think of the system of bringing that recommendation from people to say they are competent drivers; do you say that is worth anything as a rule? Do those recommendations amount to anything?—It is generally as to character, not as to a professional mode of doing business.

4788. But they are required to bring testimony from two people that they have a competent knowledge of driving; that is what it is supposed to be?—They are required to do it.

4789. But I mean that comes to nothing?—I think that is not often asked, sir.

4790. And if it is asked?—It is as easy to say yes as no.

4791. With regard to the other point you mentioned, about the knowledge of the way about London; is that rigidly carried out?—Oh, I think so, sir, by examination.

4792. I mean, do they ask them any searching questions, or do they let them down very easily indeed?—Well, latterly, sir, I think they have been more rigid than before; but all the questions are asked "from Scotland Yard to so and so"; if, on the other hand, they were asked from the Elephant and Castle to an outlying district, perhaps they would not be able to answer.

4793. Can you give any guess about this: what sort of proportion of drivers in London have had any experience of horses or harness or carriages before they drive? We have asked several witnesses that, and they sometimes say they do not suppose more than half of the whole lot of drivers had anything to do with it?—I think that is an exaggeration.

4794. You do not think one half of them have?—I do not think one half of them have.

4795. Do you think it would be less than half?—Yes; I myself have been asked.

4796. You are now speaking about knowing your way about London?—Yes.

4797–98. No; but I am speaking about having had experience of horses or harness or carriages?—Well, I should not think half of them had, to commence with.

4799. Have you ever, in your experience, had anything to do with police courts?—Very little, sir; very little indeed.

4800. I do not mean only as regards yourself; but have you ever had occasion to be there when cab cases are being tried?—No, I cannot say I have.

4801–2. And you do not know much about the practice in the police courts?—I avoid them as much as possible.

4803. What do you think of the conduct of the police on the streets towards the cabmen; do you think that they behave fairly and well by the cabmen, or make a mark of them?—I can only speak for myself.

4804. What do you say?—I can say they always behave very well to me.

4805. I suppose you have been in the police court; you have had summonses, I suppose, in your time?—When I was driving an omnibus I had two or three. I worked that out on my own account, and the London Conveyance Company was at that time running, and they used to shift the old omnibuses away, you know; we were looked upon as intruders.

4806. Have you ever driven a privileged cab?—Never.

4807. Although you have never driven a privileged cab, you know something of the privileged cabs at the stations?—They generally work back as quickly as they can for the arrival of certain trains. There is a code of trains on the wall—arrival of trains. A man takes a job according to present trade, and he says: "Well, now, I have 25 minutes to get back to "get the other"—he goes and drops the one and scuttles back to attend the other. That is all a disadvantage to the horses; they suffer.

4808. But do you think it affects the public; do you think that the privileged system is a convenience to the public?—No, I do not, sir. I would have that trade thrown open.

4809. You would treat stations as if they were public places, that anyone could pull into?—In return, their threat would be cabs of their own.

4810. But, still, as regards the convenience of the public, you do not see that the public would suffer by having them thrown open?—No, I do not, sir.

4811. What is your opinion about the present radius? Do you think it is too wide or too small?—In certain districts, where buildings are going on immensely—for instance, Hammersmith, I would extend half a mile; St. John's Wood is close enough. There is nothing building beyond that. Kilburn, perhaps, they are getting down as far as Cricklewood there, nearly. It is only at certain points, you know, sir. In the East End there are very few cab riders. You may extend it down to Romford, so to speak. I would not question that.

4812. Instead of keeping it an exact circle, as it is now, you would enlarge it here or there—wherever it is wanted?—Yes, I would.

4813. (*Mr. Cunynghame.*) Can you mention any hardships that you think exist in the law that you would like to see altered with regard to cabs?—I should like a little time to go over that, sir.

4814. Nothing particular occurs to you at this moment?—Not at this moment, sir.

4815. I will suggest one or two things to you?—Yes, sir.

4816. You told us in your examination that you used to pay less money than you do now, and earned more?—And earned more, sir.

4817. Less money you used to pay, used you?—Well, we could get money easier; there was no stipulated price then.

4818. You mean there was no stipulated price to the proprietor in those days?—No fixed price; that I object to—a fixed price.

4819. You think it is better to have it that a man simply pays what he can—represents what he can pay in reason?—Well, if he is short one day he must make it up.

4820. So that it becomes a sort of floating agreement between him and the proprietor?—Exactly.

4821–22. Now, as to the character of the cabmen; is it not the fact that in the cab trade there is a number of men of whom you can say they are not a very good character?—A great many, I should think, sir.

4823. I mean men who get drunk?—Yes.

4824. And men who get into rows and fighting, and assaulting people, and so on?—A great many, sir.

4825. You are not, perhaps, aware that the average of offence charged against the whole body of cabmen is rather large?—It is so. I would not have that man or the proprietor denied calling in of a divisional surgeon or anybody. I think the proprietor ought to see his own man if he has employed him for several years, knows him to be a steady man; if that man is taken in for being drunk, I would allow the proprietor to go and see if he is so or not.

4826. That would be allowed in any case?—No, sir; they are denied.

4827. The proprietor can go to the station the next morning, for instance?—He is not allowed to see his man.

4828. He is allowed to speak to a prisoner, for instance?—Not in his cell, sir.

4829. The prisoner would have a right of seeing anyone who was necessary for his defence before being called before the magistrates?—They are often denied. He is put down as being drunk, and called up accordingly and fined.

4830. And do you think he ought to have somebody to help him out of the thing, as it were?—I think his proprietor ought to be satisfied that he is so; not having had any occasion to find fault with him before, and knowing him to be a sober and steady man, I think he ought to be allowed to see him.

4831. I see. But I want to come to this general question, the character of men. We have had it from you that you think that there are in the ranks of the cabmen a good many men who are not of very good character?—Yes.

4832. Whom it would be desirable to see out of it?—Yes, I do indeed.

4833. Are those men among the butterfly men chiefly, or the regular men?—We only see them about three months in the year.

4834. As a class, would you say the butterfly men are worse or better?—I think they are better.

4835. Better in character?—Better in character a good deal, because they can go back to their trades when the season is over, clearly knowing that they are not lazy men, not hang-abouts as some others.

4836. You complain that there are of regular men who work all the year round many of bad character?—I would not say many; there are some.

4837. (*Chairman.*) You were talking about the butterfly men, and you say that they mostly go back to their regular occupation when they leave off driving?—Yes, sir.

4838. But we have been told in this examination that a good many of the butterfly men have no regular occupation at all, that they are loafers at other times?—There may be some, sir.

4839. But you do not think all?—Oh, no.

4840. Nor even the greater part of them?—I would say a few.

4841. Who are more loafers?—Loose characters.

4842. But you think a good many of the butterfly men are men who have regular occupations at other times?—Yes, sir; and when the season is over they go back to them, both married and single.

4843. (*Mr. Cunynghame.*) Now, have you seen any cruelty to animal cases at all?—I have not seen it, I have heard of it, sir.

4844. I should like to ask you, do the inspectors of the Society for the Prevention of Cruelty to Animals go about in a uniform?—Not always.

4845. But sometimes they do?—I forget what their uniform is just now—a red waistcoat, or something of that sort.

4846. But you know that they have one?—Yes, sir.

4847. Have you ever come across the inspectors for cruelty to animals at all?—No, I have not, never had a case like that.

4848. (*Mr. Lough.*) Do you think there are too many cabs?—There are too many drivers, I think, sir.

4849. Do you know how many there are?—15,000, I think, sir.

4850. How many of them, do you think, could be spared?—Well, perhaps I should be wrong in saying; they all want to try and get a living, I do not think they should be barred from that.

4851. But you know there are new men always coming in?—Constantly, sir; every day.

4852. If we stopped those new men coming in?—The issue?

4853. The numbers would gradually come down?—Yes, sir.

4854. I want to ask you how low you think they might go, what number they might sink down to?—They might have, perhaps, if there were 15,000 there should be—well I can hardly say.

4855. You know there are only 11,000 cabs?—There are 15,000 men.

4856. Fifteen thousand men and 11,000 cabs?—I think 1,000 men could be spared.

4857. How about the cabs. Do you think there are too many cabs?—No, sir; I do not think there are Witness a wet night; all the cabs are at work; you cannot get a cab sometimes in certain districts.

4858. You said you find it harder to get a living now than you did before?—Yes.

4859. Could you give us an idea how much a man can earn now who works hard; how much are your own earnings?—I only work one horse for Mr. Smith; I pay him 8*s.* a day.

4860. What are you able to earn for yourself on an average of six months?—Well, sometimes 1*l.* a week; sometimes much less; and very seldom more. I am satisfied with a little.

4861. Would it average 15*s.*?—About 15*s.* a week, 16*s.* a week, perhaps.

4862. How many hours do you work?—I work about 11, sir; 10 and 11; I only work one horse.

4863. Do you not think 10 hours too much to keep out one horse?—That is the time they allow you, sir.

4864. Ten hours?—Yes, if I earn my money in the fore part of the day the horse has the benefit of it, and I go home an hour or two earlier, perhaps.

4865. And if you do not earn your money he is resting?—He is resting on the rank.

4866. How many days a week do you work?—Six days. None of the cabs in our yard go out on Sunday.

4867. But do you regularly work six days?—Six days, sir.

4868. I suppose all the one-horse men work six days?—Six days, sir.

4869. Were you able to make more than that long ago, 20 years ago?—In the early part of my life, 17 or 18 years ago, I could earn 1*l.* easier than I could earn 10*s.* now.

4870. I suppose you saved some money then?—Well, I have got a little shop, sir. My wife manages a little shop, so I do not work over and above hard at cab work. I am very regularly out and I am regularly home.

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4871. I suppose you do not go out in all weather?—Oh, yes, I do, sir. I am not a butterfly man; I work all the year round.

4872. (*Mr. Bayley.*) Is yours a hansom or a four-wheeler?—A hansom, sir.

4873. Is it one of the rubber-tyred?—Rubber tyre.

4874. Best quality?—Well, I would not call it the best quality. It is a very good cab; a very decent cab indeed, a cab that nobody would refuse.

4875. Then you have no complaint to make against the police or the magistrate?—No, sir; none whatever.

4876. And your idea is that if a cabman conducts himself well, he is able to keep out of the way of the police?—Perfectly; he can swing clear of all complaints, sir.

4877. (*Mr. Cunynghame.*) Your takings would be something like 11*s.* 6*d.* a day? Is that so?—From 11*s.* to 12*s.*

4878. About 12*s.* a day?—Twelve shillings a day; sometimes very much less; sometimes I have been obliged to put 1*s.* or 2*s.* to it to make my money up.

4879. And sometimes, in better seasons, a little more?—Sometimes a little more.

4880. (*Mr. Hopwood.*) Are you in favour of sixpenny fares?—No, sir, I am not.

4881. (*Mr. Cunynghame.*) What part of London do you drive in mostly, the City?—I do work the City sometimes, sir. The West End in the morning. Our yard is at the West End. I work round at the West End to get a start in, and in whichever direction my fare goes, there I stop till I get another.

4882. Do you think that in the City, say in the morning, at 11 o'clock, it would pay you to hang out a board saying, "I drive people short distances for 6*d.*"?—I would not approve of that.

4883. You would not think it would pay?—No, sir.

4884. Do you pay yard money in addition to the 8*s.*?—I pay 3*d.* to my horsekeeper, and 3*d.* when I put up at night.

4885. Then you really pay 8*s.* 6*d.* a day for your cab?—8*s.* 6*d.* a day at this time of year. In the winter time I am let off.

4886. You pay a little less in winter?—Yes.

4887. What do you pay in winter?—5*s.* and 6*s.* I have paid less than that.

The witness withdrew.

Mr. George Biddle called in and examined

Mr. G. Biddle.

4888. (*Chairman.*) You are a cab driver?—Yes.

4889. A non-unionist?—Yes, sir.

4890. How long have you driven a cab?—26 years, sir.

4891. Were you a Londoner before you started driving?—Yes, sir.

4892. I suppose you knew your way about very well before you began the business?—Yes, sir.

4893. Had you had anything to do with horses before you began?—Yes, sir.

4894. What were you before?—A carman in the greengrocery.

4895. Have you had any experience of bilking?—Yes, sir.

4896. Have you been frequently bilked yourself?—Yes, sir.

4897. Would you just tell us how it happens; give us some instances of it?—The first time I was bilked, sir, I had a job from Cannon Street Station, I had a gentleman up from Hoxton, Kingsland, back into the City; I had him seven hours altogether; he left me in Lombard Street: "I am going up the court, I shall "not be many minutes, I want you to take me back to "Cannon Street Station." I never saw him again from that day to this. I went to Cannon Street Station to see if I could find him, but I could not.

4898. How much were you out of pocket over it?—Seven hours, 17*s.* 6*d.*

4899. Have you had other cases like that?—I had one I picked up in Grosvenor Place; I had him about three hours, took him to sundry places in Regent Street and Bond Street, and he left me in Hobart Place; he said, "I shall not be a minute, I am going in to get change." He went into the public-house there and went out at the back place.

4900. I know that place, there is a thoroughfare through the public-house, a foot passage?—He never came back any more, and I have never seen him since.

4901. Should you say there is more bilking than there was when you began, or about the same?—I should think there is more now, sir; I was done last week, sir, but that was only an hour.

4902. How was that done?—I picked the gentleman up in South Audley Street, and I had him, I think it was, to Bond Street first, and then from there to Vere Street Post Office; then he said, "Go down Oxford Street, "and I will show you where to stop." He stopped me by a toy shop at the corner Gees Court, "Stop here cabby." He went out at the other end and I never saw him any more. That was only last week, sir.

4903. As far as your experience goes, would you say that the bilkers were people who did it habitually, or people who did it just once in a way?—I should think they make a practice of it.

4904. I suppose by degrees they must get to be known by sight by cabmen?—Well, you see, there are so many of us.

4905. That is true, but you do not know anybody who is marked out by the cabmen as a habitual bilker?—No. I do not.

4906. You have never heard any of the cabmen say such and such a man is a bilker?—No, I never heard that; if we really thought he was we should follow him.

4907. Do you think the law ought to be strengthened to enable a cabman to run a bilker in more easily than he can now?—Yes, sir, that is my opinion of it.

4908. What do you think he ought to be able to do?—He ought to be able to lock him up.

4909. Yes, but how is he to get him, I mean?—Well, if he were to find him.

4910. If he were to recognise him again?—If he were to recognise him again.

4911. In the course of the day?—If you were to meet him in the course of the day or afterwards you could go up to him and say, "I had you yesterday, sir, or the day before"; he can give you his name and address, that is all.

4912. (*Mr. Whitmore.*) As matter of fact that never occurs, you never meet him?—We never meet him. We might do such things; he can give you the wrong name and address, and that is all you get from him.

4913. (*Chairman.*) Suppose you had the right to give him in charge of the police at once, and say, "This gentleman bilked me," do you not think it would lead to wrong people being given in charge very often; people being given in charge for somebody else?—I do not think the man would do it without he did know it was the party.

4914. When you talk about bilking, of course you mean men who go away and leave you quite unpaid, but besides that do you have difficulty with people who pay you short sometimes?—Oh, yes, sir.

4915. That leads to a dispute, I suppose?—That leads to a dispute, sir.

4916. Do you generally get your rights after all, or do you have to put up with the short fare?—We often do that instead of summoning them, losing time, especially when you have got your own, sir.

4917. Then, on the other hand, do you not very often get paid more than your fare?—Sometimes, sir, very often.

4918. (*Mr. Whitmore.*) Is yours a four-wheeled cab?—Yes, sir.

4919. A four-wheeler?—Yes, sir. I have got a very nice one, and very often get 6*d.* over my fare; a good horse.

4920. (*Chairman.*) Do you think if a man has a good lot, a smart, attractive-looking lot, that he as a rule gets paid very often more than his fare?—Yes, sir.

4921. Therefore, it is an advantage to the man to have a good lot, is it?—Yes, sir.

4922. We have been told by some of the witnesses that some of the men who are most particular about the look of the lot are also the most near about paying, that they single out the good cabs and then only give them their exact fare?—Yes, that might be right in two or three cases, but where that would be in one case you would have three or four the other way.

4923–24. On the whole, it is an advantage to a man to have a good lot?—If you keep it clean, and have a good lot, it is an advantage to you.

4925. About the cab stands; do you think they are what they should be, or do you think they ought to be altered?—They ought to be altered; we ought to have more.

4926. Not only more, but do you or do you not think, that they ought to be differently placed from where they are now?—Yes, sir.

4927–8. You do not think they are conveniently situated?—No, sir, I do not.

4929. We have been told that they are put sometimes in very out of the way places, where there is no demand for cabs?—That is quite right, sir.

4930. And then about the shelters; do you make use of the shelters at all?—No, sir, they will not serve non-union men.

4931. (*Mr. Whitmore.*) Is that so?—Yes.

4932. But then the union is only just in existence?—It does not matter, they will not serve them; I never used one in my life.

4933. This last union was only created the other day, was it not?—That is so, sir, since the strike.

4934. (*Chairman.*) But before the strike, all these years?—Oh, yes, they would serve you.

4935. Did you use them?—No, I only used one; I have a family; when I change I go home to my dinner.

4936. Where do you live?—Great York Mews, Baker Street.

4937. That is not very much out of the way?—No.

4938. If you lived in the north of London, or the other side of London, you would have to go then?—Oh, yes, I would have to go then.

4939. For a meal?—Yes.

4940. Not having used them you cannot give any opinion about the way they are managed?—No, sir, I cannot.

4941. But do you know that, as a fact, they will not supply a non-union man?—Yes, sir.

4942. Have you tried them yourself?—No, sir, but I have seen people who have; a lot of them have gone over to the Baker Street shelter.

4943. Those are all the questions I have to ask you, but if you have any opinions of your own as to any changes that you think ought to be made in the cab system, we shall be glad to hear them?—There is only one thing; I think we ought to try and get the railways open, that would be a great convenience to us all.

4944. You think the privileged cabs are a nuisance?—Yes, sir.

4945. Do you think the stations ought to be opened like any public place?—Yes, sir.

4946. Do you think, if open, the men should pay a sort of toll?—Pay 1*d.*; I have no objection to that, it would be beneficial to the horses. Suppose you get off from Baker Street to Liverpool Street. I cannot get in there because they have their own cabs, I have perhaps to crawl all the way up to the West End again; whereas we pay 1*d.*, go in, our horses have a bit of a rest, and we could have a bit of refreshment, and there would not be half the things in the street. One of the Liverpool Street cabs gets up to the West End, you will see him racing all the way back to his station again; it is filling the streets full of cabs.

4947. (*Mr. Whitmore.*) Might there not be a great collection of cabs waiting to get into the station?—No, sir, I do not think there would be, because they would not race backwards and forwards.

4948. No, but it would be desirable to get into the station?—Of course if there was anybody waiting, or the place was full, you would not wait and hang about there.

4949. (*Mr. Hopwood.*) You would not be allowed to?—No, sir.

4950. (*Chairman.*) I said I had no more questions to ask, but I have two that I had forgotten. What do you think about the present cab radius; do you think it ought to be extended?—I think it ought to be extended.

4591. All round, or in some directions?—In some directions, such as Balham and Tooting.

4952. Oh, that way, Tooting and Balham?—That way, and half-a-mile say, further along the Harrow Road.

4953. (*Mr. Cunynghame.*) What do you think of the Fulham direction, for instance?—Yes, sir, for half-a-mile in that direction.

4954. (*Chairman.*) Then, taking the cabmen of the present day as a whole body, should you say that the majority of them had ever had anything to do with horses or driving before they came to drive a cab?—A lot of them had never seen a horse, I should think.

4955. We know there is a lot of them, but should you think it would be true to say that the greater part of them never had?—No, I should not think that, sir.

4956. You do not think it would be true to say that the greater part of the cabmen had never seen a horse or had anything to do with it?—No, I should not like to say that.

4957. You would say the greater part of them had had some experience of it, but there was a considerable minority who never had had anything to do with it?—Nothing to do about a horse.

4958. Or harness?—No, sir.

4959. *Mr. Cunynghame.*) Where is the stables where you cab is put up?—51, Great York Mews, Baker Street—close to Baker Street Station.

4960. You ply, then, chiefly in London, in the four-mile circle?—Yes, sir.

4961. How often do you go outside the four-mile circle?—Perhaps not once in a month.

4962. Are you aware that there is a difference of opinion about the four-mile circle, that the inside men like yourself are rather in favour of extending it, but that the outside men do not want it extended?—No, sir.

4963–64. Where is this shelter at which you told us they will not serve non-union men?—Baker Street.

4965. Who manages that shelter?—I think his name is Cunningham; he lives down York Mews or something of that kind.

4966. Is this Mr. Cunningham a cabman?—No, sir.

4967. Has he been a cabman?—He has been.

4968. And does he get leave to contract?—Yes, sir.

4969. Does he pay anything to the shelter company?—I do not know that, sir.

4970. He is chosen by them, is he?—Yes.

4971. How do you know that this Mr. Cunningham will not supply non-union men?—I know it for a fact, sir; I know three or four drivers down the mews.

4972 Has he stopped doing that?—Yes, he has got it written up.

4973. Is his conduct that way although the strike is at an end?—Yes.

4974. (*Mr. Lough.*) Did you work through the strike?—Yes, sir.

4975. Do you think there were enough cabs in London then?—No, sir, I do not believe there was.

4976. Were there nearly enough?—Not above half enough, I should think, sir.

4977. Do you think are there too many now?—Yes, I should think there is, sir, now.

4978. How many too many?—I could not tell you, sir.

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4979–80. Are there twice too many?—No, sir.

4981. Do you know anything about the system of inspecting cabs?—Yes, sir.

4982. Do you think that is well done?—Yes, sir, I do.

4983. Do you think any bad cabs are passed?—No, sir; I do not.

4984. There are no bad cabs on the street, are there?—Well, you might find two or three night cabs, sir—you will see them going home—that are not fit for public use, but as for the other way, I do not know.

4985. How do you think those get through the inspection?—I have got no idea.

4986. And you only think there are two or three bad ones about at night?—I am always out myself of a morning at seven o'clock, and back at eight o'clock at night; I see a few of those bad cabs that are out when I go out.

4987. You see a good many of those bad cabs?—A good many of them.

4988. But you do not think the inspection is defective?—I do not think so; the only thing is, I fancy, that they get the plates off one and put them on another. A man has got six or seven numbers; he gets a good cab passed, he will get that plate off, and work it into another number.

4989. The proprietors do that, do they?—I believe so, sir; that is the only way I can imagine it.

4990. Is that a general practice among the proprietors?—I do not know, sir, but that is my idea of the way in which it is done. I do not know, I should be sorry to say anything that I do not know.

4991–92. (*Mr. Hopwood.*) You say there is nothing to prevent it?—No, sir.

4993. (*Mr. Lough.*) There are a few bad cabs?—Yes, but you will only find them early in the morning; they are on night work.

4994. Have you had experience of the police courts?—Not much. I have been two or three times, sir, once for loitering.

4995. What court were you brought to?—Marlborough Street.

4996. Mr. Hannay's court?—Mr. Newton was there.

4997. What became of it?—Well, I was summoned for turning round twice in Regent Street.

4998. Were you convicted?—They asked me whether I was guilty or not, and I said guilty.

4999. (*Mr. Whitmore.*) Were you guilty?—Yes, sir, I was.

5000. (*Mr. Lough.*) And how were you fined?—2*s.* and cost 4*s.*

5001. Is that indorsed on the licence?—Yes, sir.

5002. Do you think it is fair to indorse a small thing like that on the licence?—No, I do not.

5003. Why did you plead guilty?—It was all right, sir; I did turn round twice.

5004. Do you think it is fair to be summoned at all for turning round in Regent Street?—No, I do not think it is, sir.

5005. Have you ever been at Marlborough Street?—Only twice, once was I had a job outside "The Dolphin," in Oxford Street; I had a fare inside. The policeman said I had not, and he summoned me. I got off that.

5006. You did not plead guilty then?—No, sir, because I was not guilty. I got off; the gentleman that I had gave me a letter to take to Mr. Newton.

5007. To the magistrate?—Yes, that was Mr. Slade.

5008. Were there many cases there?—Oh yes, sir; a rare lot. They had to stop there, perhaps, all the afternoon, and there would be so many that perhaps they would adjourn it till next week, and you had to go again.

5009. It is rather a troublesome business, when you have to go again?—Yes.

5010. The court is very crowded?—Oh yes, sir.

5011. Do you think it would be better to have some court where they would not be so hurried?—Yes, sir, I think so.

5012. You think at the police court they have too much business, I suppose, for it?—Yes, sir, I think so.

5013. I want to ask you a question about railways?—Yes, sir.

5014. You said you did not believe in the privilege?—Yes, sir.

5015. Can you tell us what is your objection to it?—Simply because it would be a saving for our horses, and there would not be so many cabs in the street.

5016–17. Are you a privileged driver?—No, sir, I never was.

5018. Are you in favour of sixpenny fares?—No, sir.

5019. (*Mr. Whitmore.*) Have you any complaints to make about the conduct of the police towards cabmen as a body?—No, sir, they have always behaved very fairly to me.

5020. You do not think they make frivolous charges?—No, I do not, sir. They never have to me, so I speak as I find.

5021. (*Mr. Hopwood.*) But you complain that sufficient time is not given to the cases in the police court?—Yes, sir.

5022. You do not complain of the law's delay, but of its undue expedition?—Yes, sir.

5023. (*Mr. Whitmore.*) Did you think your two cases that you have mentioned to us were dealt with too hurriedly?—No, only the one.

5024. Which one?—The last one; I took the letter there. Of course, I lost the time.

5025. In that one case, but you could not help that whatever the court was?—No.

5026. But I mean when it came into court?—When it came into the court I was put off for a week the first time, so I had to appear again, so that there was actually two half days.

5027. When the case came on did the magistrate seem impatient in any way?—No, sir, not to me.

The witness withdrew.

Mr. Robert Francis Musk called in and examined.

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5028. (*Chairman.*) Are you a driver at the present time?—Yes, sir.

5029. How long have you driven?—About 16 years, sir.

5030. What were you before you drove?—I was a coachman in private service for several years.

5031–2. You were accustomed to horses before you took to the cab driving?—I was among horses all my life.

5033. You are not a member of the union?—No, sir.

5034. You drive a hansom?—Yes, sir.

5035. Is it your own?—No, sir, one belonging to the London Improved Cab Company.

5036. Do you find it easier or more difficult to get a living now than it was when you started driving 15 years ago?—It is a little more difficult.

5037. You have to work longer hours?—I have to work longer.

5038. And make a little less?—Yes, a trifle less.

5039. Do you find that the trade is getting worse?—Yes, sir, at certain periods of the year.

5040. I suppose it was always better and worse at different periods?—At different periods, what we term the slack period; that is to say, when the aristocracy are out of town or a period of bad weather comes along; at holiday times when the aristocracy are at home but do not move about, are lying quiet, we find slackness then more than we used to.

5041. We should like to know if you have any opinions to give us about any alterations of the law that you think would be desirable. For instance, do you think that the present radius is a good one, or do you think it wants altering?—Well, you see, I live and work inside the radius, and therefore to me it would not make much difference.

5042. You hardly ever go beyond it?—Very seldom; it is, perhaps, not on an average once in three months that I am taken outside the radius, but at the same time I think in that respect for the benefit of those men who are living near the outside of the radius; whether an extension would make it any better for them I am not able to say, sir.

5043. (*Mr. Whitmore.*) You mean the cabmen?—Yes, sir; I could not mention as to that.

5044–5. (*Chairman.*) What do you think about the privileged cabs at the railway stations?—I have not had any experience in driving privileged cabs, sir; but from conversation with cab drivers who drive privileged cabs, as there has been a good deal said about the privilege, I think the privilege system is altogether a public convenience.

5046. You do not think we could gain anything by doing away with privilege, and throwing the stations open?—No, not in my opinion. It does not appear to me that it would increase the work in any way, and the great advantage I can see attached to that is this, there are worse cabs than others, and the worst of the cabs, no doubt, would fall to the railways.

5047. (*Mr. Whitmore.*) Why?—Because they would be sure to get a job there. If a cab takes its stand inside a railway it can work itself up in time. There is a fare there that wants a cab and he must take that cab, whereas out in the streets the people can see for themselves, and particularly in the daylight any lady or gentleman would take the best cab they can see, and the worst cabs and the worst horses would fall to the railways. A few years ago I was connected with the society called "The Amalgamated Cab Drivers' Society," and we then had it under consideration about trying to abolish the privilege system, and our society waited upon the different railway companies in reference to that, and we prevailed upon the South Eastern Railway Company to try the "non-privilege" system, and they agreed to do so for 12 months, and at the expiration of the 12 months they regretted to say that they must go back to the privilege system again, as they found they had a better control upon the men under the privilege system than they had otherwise. The reason of that is, sir, the man who is driving a privileged cab has certain regulations to abide by which are put down by the railway companies; should they offend against them they would disqualify that man from going to the railway station for so many days, perhaps, by way of punishment, and after that time he would be allowed to go to the station. On the other hand, suppose there is no privilege, and there is a good deal of difficulty in controlling cab drivers, I must admit, the railway officials who are appointed for the purpose of regulating the cabs when they go to the different railway stations would be subject to a great amount of annoyance and abuse from the cab driver. If they said anything to him, such as "Take your cab out of the station," he would say, "I "will take it out, and I can do without you and your station."

5048. (*Chairman.*) You said cabmen wanted a good deal of controlling?—Yes, sir.

5049. Are they rougher men than you used to work with in private service?—A very great deal; there is a larger amount of freedom attached to the cab business than in other occupations; men get used to that and they will take advantage of it.

5050. Do you find a good many men who drive cabs come, as you did yourself, from service?—Many of them do, and from various other occupations.

5051. From various other occupations, I know, but do you find a good many from private service?—A good many, sir. A large number of men grow up in private service when young and in the middle of life, and in after life they are not required in private service; they find a difficulty in getting employment there. That was my position myself.

5052. You did not leave private service from choice?—Oh, no, sir, I was out of a situation for some time previous to that. I always thought if anything occurred which made it difficult for me to get private service I should try to get work in cab driving. I found that was the nearest occupation I could turn to that I had any knowledge of, having a good deal of knowledge of town and likewise of horses.

5053. Have you found that a great many men in your present profession come to it without having had any previous knowledge of horses and carriages?—Oh, yes, a large number.

5054. We have had it stated that as many as half of them come to it without any previous knowledge?—I could not say what number, but a very large number.

5055. Do you think that the testing at Scotland Yard is efficient—testing their power of driving I mean; do you think it is thorough?—I do not see that the Scotland Yard people could make any further improvements, not in that respect, because if a man goes down there and makes an application for a licence he has, first of all, to pass an examination as to his knowledge of town. There is many a man, such as errand boys and that sort of thing, would have a knowledge of town, and apart from that, if they have no practical knowledge, they are given an opportunity of studying the map. Well, some people have a good idea of studying the map, whereby they get a theory knowledge of the town, and then they pass the examination in that way, and when they get out into the street on the cab and they have turned round two or three times they do not know where they are. East, west, north, or south, the man is completely lost. Then again, supposing he has passed his examination satisfactorily, he will get the form filled up, signed by two householders, as is required, somehow; we do not know how, it may be right or it may be wrong, that I could not say. Then he returns with a requisition to Scotland Yard, and they make inquiries, and if the inquiries appear to be satisfactory, the man is granted a licence.

5056. Yes, I understand that; we know that is the practice?—Then I am coming to another point presently, sir. After that he has got to go and find an employer, and to all appearances many of those men have previously held a good position in life, and are respectable in character, but I have noticed a great falling in character after that time, with a very large number of men; that is where a very great difficulty comes in.

5057. Yes; but now if you have done your answer I will say that we know about the present system at Scotland Yard, and that it is just what you describe; but then I asked you originally, at the beginning of the examination, whether you did not think some alterations in the present system were desirable. Do you think, for instance, such a system as that is a satisfactory way of testing the man. It seems to me that it is very unsatisfactory that they should not have any test of their driving applied to them?—Well the requisition has to be filled in by some one as to their ability for driving.

5058. I know that.—But suppose they have driven for some tradesman once or twice, something like that, they are not experienced drivers; it is just likely that man would fill in his licence.

5059. Do you not think that the system of bringing a declaration from two householders that the man can drive is rather a farce; is it not very often given out of friendliness, when the man cannot drive at all?—A very great deal it is, sir.

5060. Do you think the system is satisfactory then; do you not think it would be more satsfactory that the Scotland Yard people should try to test the man's driving, see him on the box, and see him handle the reins?—Yes, a thing like that might be introduced, but if the man has had one or two trials in driving he might pass those men satisfactorily; it must be tested by some experienced person, that is to say, to drive round town in and amongst the traffic, and that sort of thing; something like that introduced might be of importance, sir.

5061. Do you think that the present rules about fares are satisfactory, or do you think that a sixpenny fare would be an improvement?—For four or five years past I have advocated the sixpenny hiring for short distances, sir.

5062. You think you would get more jobs?—I am certain, in my own mind, that a larger amount of money would be circulated in cabs than what is now circulated.

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5063. (*Mr. Whitmore.*) Do you think that is true of four-wheelers as well as hansoms?—Well, I do not think you could make much distinction between the two vehicles.

5064. Do you think it would be as profitable—a sixpenny fare—for four-wheelers as for hansoms?—Yes, I do not think that would make much difference, sir.

5065. (*Mr. Bayley.*) Is yours a four-wheeled cab or a hansom?—It is a hansom cab, sir. Four-wheel men might object to the sixpenny hiring.

5066. (*Mr. Whitmore.*) I only wanted to know whether you were in favour of it?—There are a good many four-wheel men I have spoken to in regard to it, and they are as much in favour of sixpenny hiring as the hansom men. A good many will oppose it, so will a good many of the hansom men.

5067. (*Chairman.*) I think you told us just now that you had been a member of a trade union at one time?—Not a trade union, a society.

5068. Was not that a trade union?—No, sir; it was different from a trade union, it was a sick fund.

5069. Have you found any inconvenience from not belonging to a trade union?—Lately I have, sir. Three years ago, in 1891 there were disputes in the cab trade; I would not attach myself to the union, I did not agree with the principles of it. I found a good deal of opposition then; I was obliged to leave a situation at the time of that dispute because I would not take any part in it. I gave up my situation there and went to the London Improved Cab Company, where I have remained ever since. Now since this dispute took place, with the exception of the first three or four days the dispute was on, I have been driving my cab through the dispute, and the amount of abuse and annoyance we have had to put up with has been something terrific.

5070. Were you in the habit of making use of the shelters for your meals?—Very little, sir; I only use a shelter late at night or on Sundays when I am out and other eating-houses are shut up. There is no comfort or economy attached to the cab shelter, although they are convenient at times, but, apart from that, it suits the convenience of a large number of drivers.

5071. What I was going to ask you about was this. We have heard that they do not serve non-union men?—I have not been into one since that time for that reason, because there would be a very large number of union men, sure to be, and we would be subject to a very great amount of annoyance. We have a man driving in our yard who was a non-union man, and who drove through the dispute, and I have heard him speak of having been subject to annoyance at these shelters.

5072. But you have not heard him speak of being actually refused accommodation by the manager?—No, sir.

5073. (*Mr. Cunynghame.*) By annoyance you mean abuse, I suppose?—Yes, sir; and they would try to foul you in driving and all that sort of thing, that is, of impeding you.

5074. Try to foul you?—Oh, yes, impede you in driving in every possible way.

5075. Where do you generally ply for hire with your hansom?—I have nowhere in particular; I am what they term an all-round one. Suppose I take up a fare here and it took me over to Bayswater or anything like that.

5076. But where do you do your work; in the City, for instance?—Mostly in the West End.

5077. You have told us that you are in favour of a power being given to a cabman to charge a sixpenny fare if he likes?—Yes, sir.

5078. Are you aware you have got that power; you can charge a sixpenny fare if you choose?—Yes, but the public are not aware of it.

5079. Why do you not hang out a placard over your cab saying "Sixpenny fare"?—By doing that we should become conspicuous, sir, and we should be subject to a very large amount of abuse and annoyance for that thing the same as for the other thing. If a thing like that is to be done I think it must be done generally.

5080. (*Mr. Lough.*) Do you remember the time that the South Eastern Railway Company tried the non-privilege system?—Yes, sir, I was driving at that period, but did not use the railway very much.

5081. Did they raise the price of the privilege?—They charged a penny for going into the station, but there was some period of time when they charged 1½*d.*

5082. They did raise it to 1½*d.*?—Yes, sir.

5083. And after that they found it did not answer?—Yes, sir.

5084. Do you know the Waterloo system?—Yes, sir; they pay a penny to go in there to ply for hire.

5085. Well, what do you think of that system?—Well, that will be a very similar system, because if you opened all railways free there must be someone to control them, and that would cause a great expense, and the railway companies will have to make a charge in some manner to defray those expenses.

5086–7. Then you approve of the Waterloo people charging a penny to the drivers?—Oh, yes, sir.

5088. Quite so, and if a penny were charged like that at all the other stations, would you think that an improvement on the present system?—No, sir; I think not so good as the present system, for the public convenience. The railway companies with the present system have the opportunity of keeping up the reputation of cab, horse and man.

5089. The principle of the Waterloo system is that the driver pays the privilege; is not that it?—Yes.

5090. The principle of the other stations is that the owner pays for the privilege?—To the company he does sir, but then they charge the driver a little extra for the privilege.

5091. I want to ask you which you think is better for the driver to pay the railway or for the owner?—Well, if the driver has the privilege of going there, which is an advantage to him, he decidedly ought to pay for the advantage that he receives.

5092. Yes, but my point is, do you think it would answer your objections quite as well with regard to the railways if the drivers paid whatever was necessary for going in themselves?—To pay that to the railway companies?

5093–4. Yes, as they do at Waterloo?—I would rather the owner, sir.

5095. Before the strike, did not the owners charge for the privileged cab more than they paid?—Yes, sir; because they consider that the driver of a privileged cab has an advantage over and above the street cab, more particularly at certain periods of the year, that he can earn more money with the cab, and that there is more wear and tear attached to the cab.

5096. But the owners did charge more than they paid?—The owners did charge more than they actually paid to the railway companies, sir.

5097–8. Do you know what they charge now?—Only what I have seen in print, that they charge what is the actual cost for the privilege.

5099. Can you tell us about your own earnings now, are they as good as they used to be long ago?—No, sir.

5100. Have you had experience of the police courts?—Very little indeed, sir. During my experience of outside driving I have only been summoned on three occasions and convicted once.

5101. What was the occasion on which you were convicted; what were you summoned for?—Plying for hire in Coventry Street, up in the Haymarket here, that was during the first year I was driving.

5102. What was the sentence?—Fined 2*s.* and costs, if my memory serves me; that is 4*s.* in all.

5103. Was that marked on your licence?—Yes.

5104. Do you think it is fair to mark a small thing on your licence?—Yes, I think so. I do not see any objection to that; there are occasions when men are summoned for trifling offences, and perhaps they get off by paying the costs, that is 2*s.*, and those cases they do not mark on the licence.

5105. But if they fine you 6*d.*?—I could not answer your question; I have never been fined like that.

5106. But you do not object to small fines being marked?—Oh, no, sir; there must be some means.

5107. What court were you brought to?—The Marlborough Street Police Court, sir.

5108. Were there many cabmen there that day?—As near as I could remember, about eight or ten; something of that sort.

5109. You were not kept long?—No, sir.

5110. And generally, you think cabmen do not suffer inconvenience from the police courts?—No, sir; I cannot see that they do, sir. On the other two occasions when I was summoned, the second time it was for what they term wanton driving in Bartholomew's Lane, in the City, but no one spoke to me, and whether I was there at the time spoken of or not I do not know. I had no knowledge of it until the summons was handed to me a few days after the offence which was alleged to have been committed. I saw, according to the summons, they had the same number of the cab I was driving, but they had got an incorrect number of the badge, and it was before Sir Thomas White that I went then.

5111. (*Mr. Whitmore.*) In the City?—Yes, sir, in the Guildhall; and after the case was heard I was dismissed, and given 2*s.* 6*d.* for my expenses.

5112. (*Mr. Lough.*) Did you work through the strike?—Yes, sir.

5113. Did you earn much money then?—Yes, we did well then; we did not work many hours and stop out late at night in consequence of danger, you know, sir.

5114–5. (*Mr. Whitmore.*) You mean from the strike men?—From the strike men, yes.

5116. (*Mr. Lough.*) You made a great deal more than you are making now, I suppose?—Yes, sir.

5117. I suppose if you had made a good day's pay you did not want to stop out?—We had no desire to stop out; when we went out early in the morning and worked till we had done pretty well with the one horse, we went home and had our dinner, and we went out for a few hours in the afternoon with another horse, merely to keep the thing working; our endeavours were to show that we were satisfied with our employers, and to induce the other men to come back and resume work again.

5118. Do you think there were enough cabs out during the strike?—Not nearly enough, sir.

5119. How many more would be wanted?—I stand at the Chelsea yard, and coming out into Kensington in the morning you could hear whistling in all directions, and dozens of cabs had fares up into town. In the evening time when the people were wanting to move about quickly they could not get cabs.

5120. Do you think there are too many cabs now?—Well, there are more than are required at certain times of the day and at certain periods of the year; for instance, of a morning during the past few weeks, even since the strike is finished and the cabs have resumde work you get into Kensington in the morning about 10 or 11 o'clock, and sometimes you could not get a cab in those neighbourhoods. Then the meaning of that would be that what cabs had been standing round had taken fares into the City, and the empty cabs had not had sufficient time to get back there again, and the same again at night, when all the theatres are all pretty well bursting about the same time, there is a great demand for cabs, and then there comes the scarcity of cabs again at times.

5121. Do you think there are enough cab stands?—There are enough principal cab stands; there might be some places perhaps which I could not mention personally, for instance, where there is a hotel or a square such as a large block of dwellings where there is a large number of people, and there is not a cab stand appointed just close by, there, if the neighbourhood would admit of it, there might perhaps be a stand made for one or two cabs.

5122. What do you mean by principal cab stands?—Large cab stands, sir.

5123. Tell me one; you said there were enough principal cab stands?—Yes, sir, such as St. James's Street and the Haymarket, and all those kind of places, and Knightsbrige.

5124–5. The Strand; are there enough in the Strand?—Oh, yes, plenty of places.

5126. Can you tell me where in the Strand?—I do not see where you make any more in it, sir.

5127. I was not asking that; you say there are plenty in it?—Of course, there are not many there, but I fail to see ——

5128. (*Chairman.*) That is not the question; you told Mr. Lough that there were plenty of cab stands in the Strand, and he asks you now where they are?—There is one just this side of Wellington Street; for the moment I forget the name of the street—Lloyd Street, I think it is.

5129. (*Mr Lough.*) You think there are plenty in the Strand?—In or near the Strand, but not actually in the Strand, you know.

5130. Do you think there are any more wanted in the Strand?—No, sir; because, you see, there are always passing cabs, and there must be passing cabs, cabs that have been in the City with fares, and that sort of thing: they are working their way back, and not many men want to trot their horses, to race their cab.

5131. Do you ever go on a stand yourself?—Yes, sir; a good deal at times.

5132. What stand do you go on?—St. James's Street, Haymarket, one at Knightsbridge, Cromwell Road, Kensington, and Devonshire Terrace, Paddington, or the other one at the top end of Gloucester Terrace, if I get over in this neighbourhood.

5133. (*Mr. Whitmore.*) If there were more small stands in by-streets or squares, do you think you would use them instead of plying up and down the streets?—Not very much, sir; cabmen will go where they think they are likely to get a good fare, and in many of those squares, if it is what we would call a good point likely to get a good fare, if you made a stand for two, three would want to be there; you would have as much difficulty to regulate the cabs with the stand as you would without the stand.

5134. (*Mr. Hopwood.*) You say that your earnings are less than they used to be?—Yes, sir.

5135. Although that is the case, you are fairly well satisfied with the condition of the cab trade?—Oh yes; I fail to see where we could improve it, except with adopting the sixpenny fare. I believe we could earn more money that way; whether it would leave the cab driver better off is another question.

5136. The only suggestion you can make to us for the betterment of the cab trade is the return to the sixpenny fare?—Yes, sir. I have often said that in my advocacy, and that is the only point that I see that should be likely to improve our position.

5137. With regard to the privileged cabs, do you say that the station cabs are better than the outside cabs?—They are not better, sir.

5138. Are they as good?—No; the best class of cabs altogether are in the streets, sir.

5139. Is it not wearing work for the privilege cabs to travel from station to station, backwards and forwards?—Yes, sir.

5140. They get no rest?—I think, as I just now remarked, there is more tear and wear attached to a privileged cab than there is to a street cab.

5141. And more wear and tear to the horse?—Oh, yes, sir.

5142. More wear and tear to the man?—Not so much, because you, see, he has his rest when he gets into the station.

5143. But does he; he goes from Euston to Paddington with a fare, and he has to hurry back to Euston?—Yes, sir.

5144. When he gets there he may find a train just in, and off he has to go again?—Yes, sir.

5145. Then back again to Euston?—Yes, sir. They usually work a few hours shorter. Then they are quicker in motion, you understand, than a street cab, as they do their day in a little less time than a street cab does.

5146. Does it not strike you that there is a great loss of power in the case of a privileged cab in travelling backwards and forwards to take up fares?—I do not quite understand you.

5147. Is there not a great loss of time and loss of power to the horse and great wear and tear to the cab and the cabman in going backwards and forwards with an empty cab to take up fares from stations?—Yes sir, there is a loss that way, sir.

5148. And does it not also strike you that there is the same waste of power with regard to the non-privileged cab in having to return empty from the station when it might bring back a fare?—No, sir, because the difference of that would be if a man is privileged to work in a station, no matter where he takes his fare to from the station, he turns himself round and jogs back again in that direction, and there

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is a loss of power in that respect, but the non-privileged man when he set his fare down will come out and will walk quietly along.

5149. If you took a fare down to Liverpool Street, is it not to your interest to bring a fare back from Liverpool Street rather than to walk along through the City and back to the West End without one, or merely with the chance of getting one?—Yes, sir, but the difficulty that comes in there would be when I get there with my cab there is already a lot of cabs, and I should consider perhaps that I should have to wait too long a time.

5150. That is under the present system?—No, even supposing that the stations were open free, and I had the option of putting my street cab into Liverpool Street Station when I got there with my fare, perhaps there is already a lot of cabs waiting there.

5151–52. There may be or there may not?—Just so, I calculate I will have to wait here too long a time; I shall not wait here, I will work my way back again. And a large number of men would not use the station even then; it would only be a section of men who use the station.

5153. (*Mr. Whitmore.*) Might I just ask one question in continuation of that. In fact, you do not think that the present system of privileged cabs does work very well I mean, you see many objections to the present system?—No, very little.

5154. You have admitted it leads to a considerable amount of waste of power?—Oh, there is considerable disadvantage in that way.

5155. You say the best class of cabs are on the streets, not amongst the privileged cabs in stations?—Yes, sir.

5156. And before you said if the privileged system were done away with the worst cabs of all would get into the stations?—Yes, sir.

5157. Worse, I dare say, than those that are now in the station?—Oh, yes, sir.

5158. That is really the main ground why you are in favour of retaining the present system?—Yes, sir.

5159. In the interests of the public?—Yes, sir. The man with the best class cab would not take it into the station, getting luggage on it, and knocking it about, so that you would not get many best class cabs to ply for hire in the railway stations.

5160. (*Mr. Lough.*) But that difficulty would be removed if we had no bad cabs at all?—Yes, sir. I do not think there are many now, not what you would term bad cabs. I think if you were to collect the first ten cabs you see coming along the street now they would be all quite good enough for public use.

5161. I only said it because you said it; you said bad ones would come into the station. If there were no bad ones they could not?—That is so. Competition keeps up the cabs now in the streets, sir, and the railway keeps them up in the station, sir.

5162. (*Mr. Bayley.*) When you were referring to the best class of cabs being out in the streets, you were referring, I suppose, to the swell class of cab?—Yes, sir.

5163. The class of cabman who rather looks down upon the station cabman?—Oh, yes, sir.

5164. You have given a good deal of attention to this question of the privileged system. You said, years ago you have been connected with a society?—It has been discussed amongst ourselves as to abolishing this privileged system a good deal, sir.

5165. You say you have come to the conclusion that it would not increase the work for the cabman if the privileged system were abolished?—I cannot see that it would.

5166. I suppose if the railway companies took to providing their own cabs it would reduce the work?—Yes, sir.

5167. It would throw 1,500 or 2,000 privileged cabmen out of employment?—Yes, sir.

5168. So it would reduce the trade?—Yes, sir.

5169. With regard to your earnings, would you have any objection to telling us what you earn yourself, on an average?—Well, that would have to depend. You see if it became known to other cabmen that I supplied you gentlemen with the information, I should have a very terrible life about it.

5170. Do not then; the same question has been asked of other cabmen, and they have told us. I think they volunteered, however; but you did well during the strike, I suppose?—Oh, yes; the earnings with a cab are very precarious.

5171. Do not the earnings of a cabman depend very much upon the quality of his cab and the smartness of his own appearance?—Oh, yes, sir; and the attention that he would give to it.

5172. So a poor broken-down-looking fellow with an inferior cab will earn very little money?—Very little.

5173. But a smart fellow with a well-appointed cab does well at the trade?—Yes.

5174. (*Mr. Whitmore.*) Still, I mean now in bad days?—Oh, yes, sir, that is so. Of course I myself have never craved for what I call a swell cab, I am satisfied with a medium article, what I call a good business cab, that is to say, a cab and two horses that I can offer to any lady or gentleman, and fit to drive up to their residence, and they will not feel degraded to be getting in or out of the cab. By keeping that clean and being civil to the public and giving attention to the business, to take one time with the other a man can realise a very fair wage, 30*s.* a week, taking the average the year round, who attends to his business, doing six days a week.

5175. (*Mr. Bayley.*) Even more, I suppose, than the men you have named sometimes?—Yes, sir.

5176–77. Is it your impression that those are the average wages of cabmen generally who have your class of cab?—Yes, with what you may call a steady, persevering cab driver.

5178. The driver's licence is his character, is it not?—Yes sir.

5179. Should you see any objection, from a cabman's point of view, to the licence giving reasons for a man's leaving?—I think something like that ought to be introduced.

5180. Well, I think so too. For this reason; I said a little time ago that there is many a man falls in character after he becomes a cab driver. Now when he comes to the cab there is an amount of freedom, temptation, and exposure, to which that man has not previously been accustomed, and it is wonderful how many men fall in character; they become intemperate, they become careless, and they become what we call crafty and tricky, and by the time a man has held a licence perhaps twelve months or two years he is become quite unmanageable to the cab proprietor, and the cab proprietor obliged to dismiss him, he has borne with him for one offence and another offence and as long as he can until he can bear with him no longer. Although that man has been very troublesome to the proprietor and perhaps very unprofitable through his intemperate and careless habits, and though he has discharged him he must sign his licence exactly the same as he would do to the best man he has got in his yard when he is going away.

5181. Do you think the respectable class of drivers would not object to that?—No, sir.

5182. What do you consider yourself fair earnings?—I am satisfied as long as I can average during the year 30*s.* a week, sir.

5183. (*Mr. Whitmore.*) And you think that at the present time that a decently conducted cabman with a decent cab and horse can on an average earn that?—Yes, sir.

5184. (*Chairman.*) I understood you to say that you did not want to have the figures that you made put on the notes?—I did say that at first. I did not know that you had got any previous figures, and if I were the only individual who had given you gentlemen that information it would, perhaps, be disapproved of by the cab drivers in general, and they would subject me to a good deal of annoyance that way.

5185. The cab drivers?—But if other cab drivers have been examined and have given a statement, I have no objection to my statement being made.

5186. Very good, we have no objection to hearing you, only I wanted to protect you from what you said was an annoyance. If you have no objection to its standing on the notes it would be all right?—I have no objection.

5187. (*Mr. Lough.*) Do you keep a book of your earnings?—Yes, sir.

5188. You know that the average is 30*s.* all the year round?—Yes, sir.

5189. Used you to earn more long ago?—Yes, I have earned more.

5190. How much have you earned?—I have earned as much as very near 2*l.* all the year round.

5191. So the thing is not nearly so good as it was?—No, and I work longer hours than I used to.

5192. How many hours do you work a day?—Usually, from the time of leaving the yard till I return to the yard again I work 13 hours, and I work 13 days in the fortnight—that is, I get every other Sunday.

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5193. And you have to do that to make your 30*s.*?—Yes, sir.

5194. How many hours are you away from your home per day, do you think?—From the time I leave home in the morning to get to the yard, get the cab ready, to the time I get back home, after I have deposited the cab at the yard at night, it would be about 16 hours.

The witness withdrew.

[Mr. Cunynghame here took the Chair.]

Mr. Charles Hale called in and examined.

Mr. C. Hale.

5195. (*Chairman.*) You are a non-union driver, I think?—Yes. I have been driving personally, sir, about 12 or 14 years, but I have been connected with the cab trade from a boy almost.

5196. Will you tell us very shortly about the cab driver's licence; do you think the examination sufficient?—Well, I think if the examination were more stringent they could check the supply. The supply is now greatly in excess of the demand.

5197. Then you are in favour of what one may term screwing up?—Or the limitation of the licences by some means.

5198. Screwing up the standard of efficiency?—Quite so.

5199. And thereby weeding out the bad men gradually?—Quite so, because the cab trade is the receptacle of all men out of work. If a man cannot find employment in his own trade he will drive a cab; if he is of good character he easily passes the examination. That fills up the cab drivers.

5200. In raising the standard of efficiency in this way, and limiting the number of men, you would do it gradually, I suppose, so as to spare existing interests?—Just so, sir.

5201. What do you think of the privilege system in railways?—I am strongly against it.

5202. You are not a privileged man?—No, sir; I have driven a privileged cab, but strongly objected to it in that case.

5203. Why did you give up driving the privileged cab?—I found I could earn more money in the street.

5204. What class of cab do you drive?—Four-wheeler, sir.

5205. Now, about the police courts; have you ever been up before the police court?—I have, for not wearing my badge, causing obstruction.

5206. For not wearing your badge?—I had got it on my under coat, buttoned over; but it could not be seen conspicuously.

5207. Did they fine you for that?—Yes. Sixpence and costs.

5208. How much costs?—Two shillings. It was 2*s.* 6*d.* We do not object to that, but the thing that comes afterwards. Under ordinary circumstances, if you are not summoned, when your licence becomes due you have a form sent you to fill up, an application for the renewal of the licence, and you can apply for the licence and have it returned to you; but under the circumstances of having been summoned, as this might be, for it is only a trivial offence, 6*d.* and costs, you have the old requisition sent to you, that you have to get two householders to sign, and your last employer, and the police sergeant would come round and make inquiries to see whether it is all right.

5209. When you have been summoned and convicted, do you mean, you have to take a fresh licence out?—Not a fresh licence, but another form; double punishment.

5210. Whereas if it were a clean licence, without any conviction, you would get it as a matter of course?—Merely applying for it as a matter of course; fill up the form sent you.

5211. Are you in favour of marking the licence for a small offence, or not?—Certainly, sir, I am in favour of that; but I think this sort of double punishment might be avoided.

5212. It is the requisition afresh?—The old requisition comes; I contend it is a double punishment.

5213. It takes time?—It is ineffectual. It is a matter of form in this way.

5214–5. Apparently you have no objection to the licence being marked. Would you have any objection to there being a column in the licence where the proprietor could put a cause of leaving?—Well, I think that would have a very good effect, sir.

5216. Would you not be afraid that a proprietor might mark you unfairly, might put something there which you did not think was a fair account of the cause of leaving?—Well, they might do that, some of them, but I think the general run of proprietors will treat you fairly.

5217. At all events, you think that might perhaps be prevented if there were some sort of appeal open to you to Scotland Yard if necessary, if something was put on that you thought unjust, that they should inquire it?—Yes, sir, I think it would do.

5218. About stands; do you think there are enough or not enough?—Well, there are plenty of stands, sir, but unfortunately they are not where they are wanted.

5219. Give me an instance of a stand in a place where it is not wanted?—I do not know how many there are now, but there was a stand for 40 cabs in Russell Square.

5220. Give me another instance?—There are several in the other squares. I could not mention one in particular, but there are five or six at each corner.

5221. Now give me the name of a place in which you would put a stand in which there is not one at present?—That is a matter I have hardly thought of. I must reflect a moment on that.

5222. Nothing occurs to you at present about that?—Not for the moment. There are plenty of places I have no doubt.

5223. You think you could find such places if you had he choice of it, that would be useful and yet not an inconvenience?—I think so. Undoubtedly there is an instance of it with those ranks they have made in Pall Mall. They are very useful; it saves a lot of cabs crawling about, and so would the abolition of this privilege system save a lot of cabs crawling about.

5224. Have you ever seen cabs inspected by any chance by the inspector in the yards?—Yes, sir, on the ranks; I have seen them on the ranks, walk up a rank and inspect it.

5225–6. Have you anything to say about their inspection; do you think they are too easy or too hard, too strict or not strict enough?—They certainly are not too strict, sir.

5227. And you think very often if you had your way you would have rather stricter an inspection?—There are many cabs at present passed which I would have stopped if I had been in the position.

5228. And do you think there are many horses in cabs that ought not to be driven?—I do not think there are many, sir; they are so well looked after; the police look after them; now and again you may find one.

5229. Have you ever come across the Society for the Prevention of Cruelty to Animals, or their officers?—Yes, I have seen them about.

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5230. In uniform or not?—In uniform, some in plain clothes.

5231. Are they rather dressed up like the police?—Describe their uniform?—Their uniform is a sort of semi-official uniform, with just a mark on the collar.

5232. Would you know them from policemen?—There are many of them I know by sight; however they were dressed I should know them.

5233. Would a cabman take them for policemen?—Not at all; nothing like a policeman.

5234. Nor an inspector of police?—Oh, no, sir; it is something after an inspector of police's uniform, but they have a small mark on the collar.

5235-6. Bilking; have you ever been bilked?—Yes. That is a question I should like to speak about. I have been bilked more than once.

5237-8. When were you last bilked?—It is two years ago now. I have been very careful about it.

5239. Tell us what happened?—To the best of my recollection I drove a gentleman for two hours, and then applied for my fare; he would not give me the fare, but gave me an address, which proved to be false.

5240. And you never saw him again?—No, sir.

5241. When were you bilked before that?—Twelve months before that, I daresay.

5242. The same sort of case?—Just a similar case.

5243. Do you think bilking is on the increase or not?—I do not think it is on the increase; it is only seldom you hear of such a case occurring.

5244. Have you known any case of another man being bilked?—There was one one day last week, the man told me.

5245. What did he tell you?—He was engaged for four or five hours; the fare left him and said, "Wait here," and he did not come back. That is how he was served.

5246. Would you be in favour of 6*d.* fares?—No, sir.

5247. You think the cabmen would lose by them?—I do, sir.

5248. (*Mr. Whitmore.*) What cab do you drive, a four-wheeler?—A four-wheeler, sir. Inasmuch as you made 6*d.* the first hiring, I think the only way that would be workable would be to make each person above one pay 6*d.* extra.

5249. (*Chairman.*) I will take this; would you be in favour of a rule being laid down that a cab should have attached to it a sort of red label which the driver could put out, meaning "6*d.*," so that when he chose to put that label out it would indicate to the world that he would take people for 6*d.* Then he could put it in if he did not like. Leave it optional to him to do it if he chose? I want to know if that would work or not?—I do not think that would be of any use, sir.

5250. Why not?—There are so many of them would not use it.

5251. Would a sufficient number use it to make it a benefit to them?—I think not, sir.

5252. They could do it, you see, if they liked?—Yes.

5253. You do not think it would be a benefit?—Do I understand you to make it optional?

5254. Optional? A sixpenny flag, if you please, to hang out when he pleased?—That would be good.

5255. And the question is, would the men use it?—I do not think many would, sir.

5256. (*Mr. Whitmore.*) Do you think that the men who did not practice that would object to the men who did?—I do not think that would have the slightest effect amongst ourselves. What I mean is this, if you object to my using it, that would not prevent my using it if I thought proper.

5257. (*Chairman.*) You do not think there would be a set made against the man?—Oh, I do not think so, sir.

5258. (*Mr. Lough.*) Do you think there are too many cabs on the street?—Yes; the supply greatly exceeds the demand at present.

5259. Do you know how many there are?—Well, I have not been through the figures. I had got them some little time back.

5260. I will tell you; there are 11,000 licences?—Eleven thousand cabs; yes, sir.

5261. Now, how many of them could be spared?—I should think 1,000 could be spared very well indeed.

5262. Do you think there are too many drivers?—Oh, yes, there are a great deal too many drivers for the reason I have just mentioned. A great many men, when trade is bad, their own trade, if they have a good character will apply for a cab licence.

5263. How would you reduce the number of men?—The only way that I see to reduce that, sir, is when they apply for the renewal of their licence, those that have only been driving two or three months, playing the shuttlecock business, a day or two for this man and a day or two for that man——

5264. You would not renew their licence?—No, only those who used it.

5265. Would you stop the issue of new licences?—For some time, I think, it would be advisable, sir.

5266. Have you ever thought how many men you could do without?—I have not gone into figures entirely; I would have done so had I known you were going to ask me.

5267. Do you think it is a hardship having to pay the 5*s.* for the driver's licence?—No, sir; I do not think it is any particular hardship. I think that would be a sort of means of keeping them more select.

5268. You said you were in the police court once or twice?—Yes, sir.

5269. What was the charge against you?—I have had three summonses since I have been driving. The first was for obstruction in York Road. I was going the back way into Waterloo Station, and I was summoned for causing obstruction.

5270. Were you convicted?—Yes, sir.

5271. What were you sentenced?—I think 2*s.* and costs, or 2*s.* 6*d.* and costs, that was 4*s.* 6*d.*; that was at Stone's End, Southwark.

5272. Were there many cases in the court the day you were there?—Two or three for the same offence at the same place.

5273. (*Mr. Hopwood.*) Were you guilty?—Well, I was guilty, as far as this, I turned round certainly. I was there.

5274. (*Mr. Whitmore.*) Did you plead guilty?—Yes, I pleaded guilty. I was there; the policeman had taken my number.

5275. You thought it was a fair charge?—I was guilty; I was there.

5276. (*Mr. Lough.*) Did anybody tell you to plead guilty?—No, sir; it is no use going against the fact of the matter; I was there; it was no use my pleading not guilty if I am there.

5277. But do you think that is a fair sort of charge to bring against a man?—I do not think it was hardly fair, for the obstruction I caused was so trifling that I thought it was unnoticeable.

5278. It was rather tyrannous bringing you there?—I thought it was rather sharp practice, but still as I was there I might have caused obstruction; I did not mean to.

5279. You did not mean to give offence?—Certainly not; I turned round to go into the station the back way; there was a number of cabs there going about; I suppose I happened to be the unfortunate which caused the obstruction.

5280. The police were down on you?—That is it, exactly.

5281. Do you think there is much of that sort of thing?—There is no question about that.

5282. The police bring up a lot of men for small things?—Oh, yes, they are only mortal men; at this particular point they have a lot of trouble; a policeman may have just turned away several cabs, and some poor fellow just coming along, walking up the street, his number is taken; he is the unfortunate one to get summoned: "Here, I have had enough of this, what is your number?"

5283. You think there is a great deal of that?—A great deal of it.

5284. (*Chairman.*) Do I understand you to make any complaint against the police as being vindictive or unfair?—No, sir; I do not think so.

5285. (*Mr. Lough.*) But your point is that these little things should not be crimes?—They should not be crimes; I do not object to a man being summoned or fined if he commits an offence.

5286. But you do not think these are offences? is that your point?—Yes, they are offences in a measure, but not to have a double punishment afterwards.

5287. (*Chairman.*) Is it the double punishment you object to?—That is what I object to. I do not object to a man being fined for any offence that he commits, whether it is trivial or anything of the kind, but I object to the double punishment after the sentence.

5288. (*Mr. Lough.*) You do not object to a man being fined for a trivial offence?—I will not say that exactly. I say I do not object to a man being fined for any offence that he has committed.

5289. Do you often go into the cab shelters?—I never go into a cab shelter.

5290. Why not?—I object to a shelter in this respect. As a rule it is these youngsters in the shelter, and it is nothing but cab work, cab work, all the time you are taking your meals.

5291. (*Mr. Whitmore.*) What cab work?—Oh, what they have done.

5292. (*Mr. Lough.*) Talking shop?—Talking shop. Just let that drop; I have done with it when I get off the box. I find that I get treated as well in a coffee eating-house as I do at a shelter.

5293. (*Mr. Whitmore.*) Have you thought at all about the cab radius?—I do not think it is advisable to have that altered.

5294. Where do you say yo stables are?—Lambeth.

5295. And you ply about the centre of London generally?—Generally crawl away towards the West when I go out of a morning, but I have several regular jobs.

5296. And you think the present radius is satisfactory?—I think so, sir.

5297. (*Mr. Bayley.*) You say you object to the present privilege system?—Yes, sir.

5298. And your objection was, you said, that you earned more money on the streets?—That is the reason I left the privileged system. I consider the privileged system is totally unfair.

5299. But I suppose most of the privileged drivers like the system?—No; they do not. I think, as a rule, they object to it. Most of them would rather see it all thrown open.

5300. (*Mr. Whitmore.*) That is because they would be making more money in the streets?—No, it is not that, sir; it would save them a lot of running about.

5301. Waste of time?—Waste of time, backwards and forwards. For instance, one cab goes from Paddington to the Great Eastern, and another cab goes from the Great Eastern to Paddington; each of them goes back to their respective stations, whereas the Great Eastern cab could ply at Paddington and the Paddington cab at the Great Eastern for a new fare.

5302. (*Mr. Hopwood.*) Not only waste of time, but waste of power to the cabman?—And the cab not plying the thoroughfare.

The witness withdrew.

Mr. William Tackley called in and examined.

5303. (*Chairman.*) You are a driver of a station four-wheeled cab?—Yes, sir.

5304. And I believe you belong to the Union?—Yes.

5305. Will you give us your view, please, shortly, of the privileged system?—Well, my opinion is this,—unless we can get a guarantee from the railway companies that they are not going to have their own cabs, I think we had better stay as we are, because you must understand this, sir, if the railway companies have their own cabs it will throw 2,000 more men on the street.

5306. The railway cabs must be driven by somebody?—Yes, sir.

5307. I am just putting it to you; you said it would throw some men on the street, but then the railway companies would employ some men, would they not, to drive their cabs?—Yes; but I am informed that they have got the carmen who know London; they are willing to take licences out.

5308. Let us go into this question. Have you any objection to make to the privileged sytem?—No, sir; provided the railway companies do not have their own cabs.

5309. Would you be in favour of a free system in which everybody was admitted to railway stations without payment?—Yes, sir.

5310. Do you think that a free system would work well?—Well, sir, according to my knowledge of Waterloo Station, and the class of property, and all that, that goes into that station, if it is not better than that, I should say no.

5311. But do you consider that the class of property which goes into Waterloo Station is worse or better?—Inferior, sir.

5312. Inferior to Euston Square, for instance, or inferior to the others?—Yes, sir.

5313. (*Mr Whitmore.*) At which station is your cab?—The Great Northern, sir, London Improved Cab Company. I have been with them six years now, sir.

5314. (*Chairman.*) Have you anything to say about cab stands?—Well, I should like a better state of things in the Strand for the benefit of the public that go to the theatres. I think it could be worked so that they could have a continuous rank.

5315. (*Mr. Whitmore.*) Along the Strand?—No, say, for instance, they are allowed to rank along St. James' Street; there people wait under the portico at the Opera at Covent Garden, and there are plenty of cabs in Long Acre, but they cannot get to them.

5316. (*Chairman.*) You are not allowed access to the theatres where you wish to ply?—No, sir.

5317. That is a bad arrangement; it could be better done?—That is a bad arrangement of the police. Say, for instance, you are coming from the city, you cannot get any higher for the theatres than Norfolk Street, Strand; you are turned down the Embankment. Then they are waiting for cabs at the Gaiety and all those theatres up the Strand.

5318. Then, to carry out your views, I suppose it would be necessary to divert some of the non-theatre traffic at night down the Embankment, so leaving the place clear for the theatre traffic?—No, sir, the way I think it could be managed would be this: Say you are on the other side of Norfolk Street in the Strand when there is no business being carried on by shopkeepers, there might be a larger standing round there from which they could keep the rank supplied, from those cabs that would rank there for it.

5319. (*Mr. Bayley.*) What you call a continuous cab stand?—So that we could put on and follow up.

5320. (*Mr. Whitmore.*) A short stand would do?—Yes, sir, so as to keep the rank supplied.

5321. (*Mr. Lough.*) A running succession of cabs?—Yes, sir; same as Long Acre, right down James Street into Covent Garden Market; that cab rank could be filled up, and leave the cabs to follow round. They might start round Covent Garden through Russell Street to keep the rank regularly filled up.

5322. (*Chairman.*) At present you are called up by all sorts of men from the theatres, mere loungers about in the street?—There is a rare lot of those.

5323 Does that cause any unfairness or inconvenience?—If the policeman sees any of those on your cab he will not allow you to come up with them.

5324. Not on the cab. But could a better system be invented for calling up cabs in a regular order, more rapidly?—Of course, if the theatre people had men, we would know them; say, men authorised by the theatre people. We could get on better that way, sir.

5325. (*Mr. Lough.*) Do you think there are too many cabs in London?—Well, I think so. There are too many licences, sir.

5326. Too many licences? How many too many do you think? Have you ever gone into the figure?—Well, sir, no, I am not a very good hand at figures. But my

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opinion—of course I have been over 20 years a driver—is that the licences are granted too easily; I could give you a case in point.

5327. Never mind the case in point. You mean cab licences?—Yes, sir.

5328. How many could you spare? Could you spare one out of four, for instance?—I think so, sir.

5329. Are there too many drivers?—Yes, sir, there is such a lot that they are not able to get employment.

5330. Starving?—In the yard I am in 10 or 12 have to go away without getting jobs.

5331. The London Improved?—Yes, sir.

5332. They have their licences deposited?—They have odd men; they only take the licences of the odd men they employ. These others are men waiting for situations. They do not take their licences.

5333. And you think there are a great many who cannot get work now?—Yes, sir, I do; I know it for a fact.

5334. How many men too many? Could you spare one man out of four?—Well, I should think so.

5335. How would you get rid of these men? Have you ever thought of that?—Well, there is a lot of men, you know, that do not keep a job; a lot of shaky ones that I think would be very well dispensed with.

5336. Would you be in favour of stopping new men coming in?—Oh, yes, sir; unless they were duly qualified men, for instance, they should know how to handle the reins and all that before the licence was granted to them.

5337. Do you think many men are let in now who do not know how to handle the reins?—I do.

5338-9. The majority would you say?—No, sir, I would not say the majority, but a considerable number.

5340. Have you been in the police courts much?—No, sir; very rarely.

5341. Are you in favour of sixpenny fares?—Well, sir, I think that would be beneficial; but, of course, if you were at a theatre two or three hours waiting for a job, you would not want to get off for sixpence. That is where the evil comes in, when an old lady comes out of the theatre under those circumstances and takes you off to Charing Cross for sixpence.

5342. Would you like sixpenny fares from 10 in the morning to 6 in the evening?—Yes, I would not mind that, sir.

5343. For a mile?—Yes.

5344-5. Would you like that optional or compulsory?—Optional; I should not like it to be compulsory.

5346. Do you think that cabs that were willing to do that should show an advertisement that they were willing to do it?—I think so, they would show it in some way.

5347. They would have to show an advertisement?—Sometimes it would be a benefit to us, and sometimes it would be an injury. It would be an injury in the case of the theatres.

5348. From 10 in the morning to 6 in the evening, would you object to its being compulsory?—No.

5349. (*Mr. Whitmore.*) In certain places?—Take it generally, sir.

5350. (*Mr. Lough.*) Do you ever go into the cab shelters?—Very rarely; I live close to the yard. I go home principally to my meals; if not, I get into a coffee-house.

5351. You do not know much about the shelters?—No, I do not.

5352. How many hours a day have you to work?—On an average 14 or 15.

5352*a*. Are you able to make a good living now?—No, sir; not like what it was when I first started. When I first started I could get a living out of it; but I have a tight job now.

5353. What are you able to make now?—I suppose on an average, sir, I might earn 25*s*. a week.

5354. Do you earn as much as 25*s*. a week the year round?—Not to take home to the wife.

5355. How much do you take home to the wife?—Well, I think I should average it about 1*l*. a week—1*l*. to 22*s*. a week.

5356. How much were you able to take home when you commenced to work?—Well, I should have 35*s*. or 2*l*.

5357. So it is much worse now?—Yes, a great deal.

5358. And you have to work 15 or 16 hours a day for this?—Quite that, sir.

5359. What do you attribute that to—to the competition?—Well, it is like this, you have 'busses now on all kinds of cross roads; for instance, being a King's Cross man, at one time I could come into Russell Square or Bedford Square and be sure of a fare, now the people go down and get into the omnibus, because they go right across the roads and across country.

5360. (*Chairman.*) May I ask is it usual when cabmen count how much they make a week to deduct what they have spent for eating and drinking during the day?—I do not drink anything out; I am a total abstainer.

5361. I mean the eating something out during the day?—I go home to my meals; the wife provides them out of what I give her.

5362. The money you gave us was the total you earned?—Yes, sir.

5363. (*Mr. Whitmore.*) Have you thought about the cab radius at all?—Of course, the cab radius in some places is a great deal too far. That is what always puzzles me. As regards the cab radius here, for instance, from Charing Cross you have to go to Finsbury Park before you get to the radius.

5364. And you think the present circle in some places is too far?—Yes, sir.

5365. Do you think in other places it is not far enough?—I do not know any that are under the 4 miles.

5366. No. But do you think there are some parts of London in the suburbs where the radius ought to be extended?—Further out, sir?

5367. Further out?—No, sir; I do not think so. I think they are quite far enough out now.

5368. Then the only change you would suggest is one bringing it nearer in?—To make it 4 miles from Charing Cross.

5369. You are in favour of a perfect circle of 4 miles?—Yes, sir.

5370. (*Mr. Hopwood.*) Is not that the law now?—What do you mean, "the law now," sir.

5371. Is not the radius at present a 4 mile circuit?—No, sir. If you measure from Charing Cross you cannot get to some of those radius posts in 4 miles. It is a matter of measurement; some are over 5.

5372. By the road?—By the road, sir.

5373. (*Mr. Bayley.*) You mean there is a difference between the measured distance and the way the cab could go? It has to zigzag about to get to the place?—I am given to understand that this radius is taken across the tops of houses, as it were; we cannot get at it as a 4 mile radius by road.

5374. You think it would be better if the radius were made the measured distance?—Yes.

5375. You say you live close at hand yourself?—Yes.

5376. But as a rule when a cabman says how much he earns he takes into account what he has paid for food in the day?—There is a lot of cabmen do not average what they spend out but what they spend home.

5377. You do, because you live close handy?—I do.

5378. (*Mr. Hopwood.*) As to the Waterloo system, do you tell us that the worst cabs, the bad lots, go to Waterloo because they cannot compete with the good lots on the street?—No, it is not for that. Say, I have got a shabby cab, or a horse a bit out of date, a bit used, if I were to put it on a street standing very likely the police when they came round the stand would make a report of it, whereas I can take a cab of that description to Waterloo and hide it.

5379. That is very much what I put to you, that the bad cabs go off to Waterloo because they feel they will not do so well on the streets?—Yes, sir; a lot of them.

5380. Then you tell us that the better the cab the better chance the driver has of making a profit?—That is just it, sir. I have myself, because I have got a decent four-wheeled cab, been kept—only last night I was told, "Well, you have got a decent cab, cabby, "you can wait for me."

5381. And you can make a better wage with a good four-wheeler working on the streets than driving from a station?—I can make as good, sir.

5382. (*Mr. Whitmore.*) Provided you had got a fairly good cab?—Yes; provided I had got the article to get the living with.

Mr. W. Tackley.

13 July 1894.

The witness withdrew.

Mr. JOHN LOWERY called in and examined.

5383. (*Chairman.*) You are a Union driver of a station hansom?—Yes, sir.

5384. What station, please?—Midland—St. Pancras.

5385–6. What have you to say as to the privilege system of cabs?—Well, considering the way they have worked it for so many years past I really do not think it would be any benefit to the drivers at large if the railways were thrown open.

5387. Do you think the present system procures a better cab at the railway station than would be there if it were abolished?—If the railway system were abolished we would have all the riff-raffs of London in it, but now at the present moment they have got a good class of cabs, which will bear inspection, and provided that they were to be disqualified, of course, they would have the same as they had previously when we were on strike in 1891; they had all the riff-raffs of London in there; in fact, some of the passengers would not ride in them; they walked outside to select a better one.

5388. Now about the number of cabs and the number of drivers there are; is it your opinion that there are too many or too few, or how?—Too many, sir.

5389–90. Too many cabs?—Too many cabs and too many drivers.

5391. And not such a good business as it was years ago?—No, sir.

5392. You would be in favour then of some limitation if it could be brought about?—Yes, sir.

5393. Do you think there are in the cab-driving trade a number of men whom it would be desirable from their general character to have weeded out, if possible?—Most decidedly, sir. Being on the committee a few days—the unionist committee of cabmen—I had the paying out of some of the fraternity, and I can assure you that I was almost ashamed to think that I belonged to the cab trade at all; after we paid our own class of men and we came upon the rougher element I really was almost ashamed.

5394. Well, I am wishing you to answer these questions quite apart from being unionist or non-unionist, fairly all round, whether there are in the trade—perhaps some unionists, for all I know—but some men who are not very desirable?—Yes, sir, I am perfectly agreed to answer that question. There is, I am sorry to say, a class who are very undesirable; they really do not drive a cab for three months in the year.

5395. Do you think the undesirable men are mostly among the men who do not drive a cab constantly or not?—Yes, sir; they are the undesirable men.

5396. Ah, they may be undesirable from several points of view; I meant undesirable from being men who get drunk and get into difficulties; the worst characters?—Oh, yes, that is what they are, the worst class, sir.

5397. We have other evidence that they are not the worst class?—I beg to differ, because a man that bears a character can get a place anywhere.

5398. You think the better class of men quite apart from unionism——?—Oh, leaving unionism out, because once a man loses his licence through some fault or other they get them renewed, they start again. They are not in business but a very short time before they are out again, and before their licence has been in vogue for three months they have been pretty nearly all round the fleet, and the remaining part of the year they do not drive at all until their licence expires, and then they get a renewal and start again.

5399. Do you think that among some cabmen in the trade there is a good deal of rudeness to passengers which possibly damages the prospects of the trade as a whole?—Oh, yes, I acknowledge that, sir. On the other hand, of course, there is a great deal of rudeness attached to some of the riders.

5400. Perfectly true, but the one would be the more difficult to cure than the other, I suppose?—I have a case pending now at the police court. It comes off next Tuesday.

Mr. J. Lowery.

5401. Against whom?—A lady that I carried last Friday. She has been in the habit of riding by the Midland for some considerable time, and there has always been a dispute about the fares that she has paid to the drivers; in fact, the last time I had her I had a dispute, but I managed to get the fare at the finish. But this time, I had her last Friday by the 20 minutes past 1 train. I set her down at the Midland again at 20 minutes past 6, making a total of five hours, 12*s.* 6*d.*, and her ladyship wanted to go into the routine of how I made it. I told her I did not make it at all, it was according to the Act. I had worked five hours for 12*s.* 6*d.* After fumbling about her dress for some time, she came to the conclusion that all she had was 8*s.* 6*d.*, and she said I must be satisfied with that.

5402. She had not any more?—No; but that was her general tale at the finish. She generally finds she has no more.

5403. You think you will get the balance if you go to the court?—There is no doubt; if she does not pay it she will be made to pay it; that is some of the rudeness that we have to put up with from passengers.

5404. She did not abuse you?—Oh, no; she was very civil.

5405. It was rudeness of another character I was speaking of?—Yes.

5406. Now, the bilking; have you been bilked before this?—Oh, yes.

5407. How many times in the last three years, we will say?—I have driven a cab now 24 years, and I think I have only been bilked once.

5408. Once in the whole time?—In the whole time, and that was from the Midland to Victoria Station; but I do not consider that as bilking, because sometimes people have got a matter of business, and they are so interested in the business that they jump out of the cab and run away and forget about the cab altogether.

5409. You think it is a matter of forgetfulness really?—I think it is more forgetfulness than wilfulness.

5410. With regard to the others, do you think there is a great deal of bilking going on?—Oh, yes, sir.

5411. You have been rather fortunate?—I have been rather fortunate, but there is a lot of people get into cabs, and they will ride about the whole of the day, and then they will tell you at the finish, "Well, I have "got no money; you know what you can do, you must "summon me." Then they can give you what vague address they like; you call the police to your assistance, and the police say, "We are powerless on "the subject; all you can do is to take the name and "address and summon him." Well, they can give you what address they like. If you get the correct address, so much to your benefit.

5412. How many of those cases do you think occur to each cabman on the average in the course of the year. You have had one in 24 years; how many have the others had?—Some are perhaps more fortunate than the others; they may have had a few more.

5413. Are they much more unfortunate than you?—I have heard a great many men—the trade is very large ——; "Well, I was done at so-and-so." "Well, "that is where I was done."

5414. I presume you think it might be a dangerous power to give to cabmen to hand people into custody wherever there was a disputed fare?—I do not think so, sir.

Mr. J. Lowery.
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5415. I am interested; do you think it is possible that some cabmen might abuse that power very much?—Some might, sir.

5416. And do you not think that the possibility of having that power abused might rather make people unwilling to take cabs; they might be alarmed at it?—Well, they might be so, sir, but not those that are genuine.

5417. Can you point me out any similar circumstances under which people are allowed to arrest for non-payment?—Well, in railway companies if they think your address is not correct they will detain you while they send and inquire.

5418. Is that legal? You are not able to answer that question?—I am not able to answer that question.

5419. The tramways are a better instance, they have the power?—The tramways have it by law.

5420. I will give you another instance: you sometimes go into an eating-house. Supposing you were to go in and order some food and then find at the end that you had not the money to pay for what you have ordered, would you give the eating-house keeper the power to order your arrest?—Yes, I would.

5421. He has not got it at present?—I would give it him, because you go in with the knowledge that you have not got the money to pay.

5422. As regards the radius, what do you think of the extension of it?—I think the extension is quite far enough, sir.

5423. Where do you generally ply?—The Midland Railway.

5424. You keep to that entirely?—Yes, sir.

5425. And you would not be for extending the radius?—No, sir.

5426. Now, as to sixpenny fares, what do you think of that?—I should not think that would answer at all.

5427. Of course it would not answer for you at a railway station?—No, nor out on the street.

5428. Is it possible that it might answer as a general thing for cabmen in crowded parts of the city?—No, sir.

5429. For very short distances?—I do not think it would do. I can recollect for many years back, when my father drove a cab, when sixpenny fares were in vogue, and his rank used to be Holborn Hill. There used to be a gentleman—you no doubt will know him—Mr. Lewis, of Ely Place; he would walk out of Ely Place into Holborn and take the first cab, that probably had been there for two or three hours, and give him 6*d*. Well, that would not come very acceptable. That is what I am speaking about; that is 40 odd years ago.

5430. You would not be in favour of the sixpenny fare?—No, sir, because the shilling fare is what a gentleman gives you when he gets into his cab. He has got business, and he wants to get to his destination as quickly as possible, and he jumps into a cab to get to his destination as quickly as possible.

5431. I am speaking of the interests of the drivers to earn as much as they can?—I do not think it would be in the interests of the driver.

5432. (*Mr. Lough.*) You said if the railways were opened all the riff-raff of London in the shape of cabs would go in?—Most decidedly, sir.

5433. Is there much riff-raff among the cabs?—I am sorry to say, if the cabs were thoroughly inspected, I do not think half the cabs in London would be allowed to run at the present time.

5434. You think half the cabs would be swept off the street if they were inspected?—Yes, if they were well inspected.

5435. Then you think they are badly inspected at the present time?—I think so; in fact, I do not think, I am sure of it.

5436. What fault do you find in the system of inspection?—Well, the fault I find is that some people can take the cabs down to the police court to pass them, and there is no notice taken whatsoever of them; they merely just walk round, and the man goes and puts the number on the July pass or the August pass, the monthly pass, and there is no further notice taken. Some are more particular; I do not know why; that, of course, I leave you to best judge. I went to pass my cab for the London Improved Cab Company last July, I think it was, for my cab runs out this month. I saw a man bring in a cab not worth anything, the rubbers half worn out; I saw the monarch put on behind his cab. My cab was thoroughly inspected, and it stood the inspection. The Company, of course, turned it out properly; but I am sorry to say the other one was not; but still, the same monarch was put on that—the July monarch—as was put on mine. That cab was supposed to run for another 12 months.

5437. And you do not think that is all fair and square?—No, sir, I do not; I think we ought to make a special point not to have the cabs in districts; they ought to bring them to the main point and have them examined by disinterested persons altogether.

5438. (*Mr. Whitmore.*) You mean Scotland Yard?—Yes, Scotland Yard.

5439. (*Mr. Lough.*) Do you think the people who do examine them now are interested?—I would not like to say.

5440. You do not want to say anything more about it, perhaps?—I should not like to say anything beyond what I could prove. I know one case, when I had my own cab; that is some 20 years past. I took it to the Stone's End, in the Borough, to pass; it was painted very well and I thought it looked very nice. The inspector looked round it, and there happened to be one place where the paint was not altogether dry: "Take it back again." I took it back again next passing day. The inspector tapped it all round in the windows and said the windows were loose. "Take it "back again." Then I took it back again and had the windows fastened, and brought it on again; then the fault was that it looked very naked inside, there was no falls to the cushions. Well, what was I to do then; I could not afford to go and buy cushions for it. I naturally borrowed a pair of cushions with falls to them from another man, took it to the inspector, and had it passed all right. When I moved from over the water to Clerkenwell I passed it at Clerkenwell, and there was not a murmur about it.

5441. (*Mr. Whitmore.*) But in neither case was there any attempt to extract money from you?—Oh, no, sir.

5442. And you have never known of any such attempt?—Oh, no, sir, I would not say anything.

5443. (*Mr. Lough.*) You do not suggest that?—There might be.

5444. (*Mr. Whitmore.*) Not to your knowledge?—Not to my knowledge; I have heard of cases where there was a little bit under the cushion.

5445. (*Mr. Lough.*) You did not in your case?—I did not in my case.

5446. You did not put anything under the cushion?—I think that was the condition that I did not come off so well as others.

5447–8. You spoke of distributing pay at the union office—you are a member of the committee?—Yes.

5449. Did you continue to distribute the pay all through the strike?—No, sir.

5450. (*Mr. Hopwood.*) I want to ask you one or two questions about the privileged cabs. I understand you to express the opinion that throwing open the railway station would not benefit the cabmen?—No, sir.

5451. And you are a privileged cab driver yourself?—I am, sir; I have driven both; I have driven privilege and street.

5452. Do you not waste a great deal of valuable time driving backwards and forwards along the streets from station to station?—I think by coming along the streets back home I am more likely to find a job.

5453. Do you take a job?—Oh, yes, sir.

5454. Have you not to go back to the station as fast as you can?—Oh, yes.

5455. May you go off to any place?—Yes, sir.

5456. How is the station supplied with cabs during your absence?—Providing that they have not got enough of their own cabs they call in the street cabs.

5457. Then, as matter of fact, you would say that the privilege system is no good to the railway company and is no good to the driver?—Oh, I do not say it is no good to the railway company, simply because while you are in their station you are under their

control—you are like their servants. If there should be any incivility on the part of any of the drivers, or anything lost, or a case—I have had a case—of taking another gentleman's portmanteau in mistake for yours. Perhaps you think it looks similar to yours. "Yes, that is mine." It is put up on the cab. I have taken it to the destination, and the gentleman has said: "That is not my portmanteau"; what am I to do? I have taken it back to the station again, but his portmanteau is forwarded on, so the company have us like as their servants.

5458. But is not the same control exercised by the railway people of the South-Western?—The same control, but they have not got the men under their control as a railway company has that has its own cabs in.

5459. They have not the same control?—It would take them too long to go round; I might go into Waterloo Station to-day, and I might not go there again till weeks have passed. They would have to go to Scotland Yard to get my number and the yards to find out who I was.

5460. It is quite clear to your mind that the privileged system is valuable to the railway company?—The railway company has more security to their passengers.

5461. Then it is valuable to the companies on that account?—For instance, they threw the South-Eastern open to the street property. Well, they had such a cantankerous lot to deal with they did not keep it open but a very short while; they had to charge a penny, and they got to three-halfpence. They had to increase their staff to regulate their cabs, and at Cannon Street and London Bridge they had such a job to get empty cabs that they were very glad to get their railways open to the privileged system again.

5462. They returned to the privileged system?—They returned to the privileged system. They found it did not pay.

5463. Do you know the station omnibuses?—Yes, sir.

5464. Have you anything to say about that?—No, I have nothing to say about the station omnibuses.

5465. Do these station omnibuses ply for hire?—No, I have never seen them do it.

5466. You have no objection to the station omnibuses?—I think the station omnibuses are more a detriment to the jobmasters than to the cabs.

5467. You have no desire to see the station omnibuses licensed?—Well I have no objection to see them licensed; in fact I would have everybody licensed if it was my will.

5468. But you have no desire to have the station omnibus licensed as a hackney carriage?—No, sir; that would make it bad for us, I consider, because they would be able to take a job coming back to the railway; that would be more a detriment to the cab trade.

5469. Do you admit the principle of allowing the railway companies to do cab business?—Yes, sir.

5470. And that you would object to?—That I would object to, and then there is another thing. I have heard, providing the railways were thrown open, that the railway companies would have their own cabs and work them privately. We have got a specimen of them at Mr. Harrod's, the Harrod Stores at the Brompton Road. You see he has started working private cabs for his customers on account of the strike; they have got their own cabs.

5471. (*Chairman.*) And have they got them now?—Yes, sir, they have got Harrod's Stores on the side of the cab.

5472. Tell us how the system is worked?—Why it is worked simply the same as the 'bus system on the railways. The public send to them and say they require a hansom sent to such-and-such a place. A hansom is sent to them to take them to the stores, and they can keep them the whole of the day.

5473. As a jobmaster would?—As a jobmaster would.

5474. (*Mr. Hopwood.*) They are not licensed?—They are not licensed. It would be the same if the railways had their own property. It would be the greatest blow the cab trade would receive. If you drove a street cab you would have to drive something superior to work the streets with. Of course there is a great detriment to railway cabs, because, of course, the porter comes with a great trunk or anything and he chucks it on to a good cab; he does not care whether he breaks the sides or shatters the tops; that disfigures it for the streets. If a man has a good street cab he would not think of coming into a railway with it.

5475. (*Mr. Bayley.*) Roughly, the effect would be the same as in Harrod's Stores, that all the privileged cabmen would be thrown out of employment?—They would be thrown out of the railway, sir.

5476. The streets are full already?—Already, sir. If they were thrown out of the railways they would have to work the streets, so that it would make no fewer cabs in the streets than there are at the present time. There would be the same number.

5477. The street traffic is provided for now; you have told us already that there are too many cabs in the streets?—Yes, there are too many cabs in the streets.

5478. If you throw 1,500 or 2,000 more in the streets there would be far more, of course?—Yes.

5479. That amounts to the same thing; the effect would be to throw all the privileged cabmen out of employment, unless they could get jobs elsewhere?—Unless they could get jobs elsewhere.

5480. (*Mr. Hopwood.*) Or drive the station cabs?—Or drive the station cabs.

5481. (*Mr. Bayley.*) The railway company would not employ those men; they have their own carmen?—The same as they have their own 'busmen—the carmen; they are not of the cabmen's class that come from the carmen.

5482. Brought up from the country, most of them, I think?—Yes, sir.

5483. Then the privileged cabmen as a rule are in favour of maintaining the privilege system?—The majority of them.

5484. (*Mr. Lough.*) You do not know that; you are not authorised by anybody except yourself?—Only by the talking of it in the station with the men, sir; of course the outside men I do not suppose are in favour of it.

The witness withdrew.

Adjourned till Tuesday at 11 a.m.

TENTH DAY.

Tuesday, 17th July 1894.

PRESENT:

MR. HENRY CUNYNGHAME (IN THE CHAIR).

Mr. F. J. S. HOPWOOD, C.M.G.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

Colonel HENRY SMITH, Commissioner of the City Police, called in and examined.

Col. H. Smith.

17 July 1894.

5485. (*Chairman.*) You are the Commissioner of the City Police?—I am.

5486. And in that position you have the supervision of the cabs and horses, in so far as they carry on their trade, or are in the City of London?—I have.

5487. You do not, I believe, license the cabs at all for the City?—No.

5488. But only supervise cabs, horses, and drivers?—Certainly.

5489. Do you issue any instructions to your City Police with regard to these matters of inspection, verbal or written?—No written instructions, only verbal, to look after the cabs and cabmen, and attend to any complaints, of course, in the general routine of their duties.

5490. I suppose that in your supervision you are guided to a certain extent in your requirements by the requirements that you see have been made in the case of original licences; I mean that where a cab has been originally licensed you do not immediately condemn it as bad, though it might not come up to what you thought was a good standard?—Oh, certainly not; but, really, I refer all these matters to Scotland Yard.

5491. Yes, but if you saw a cab that you thought really very disgraceful, what would you do; you say you refer all these matters to Scotland Yard?—Communicate with Scotland Yard.

5492. Still, the standard of original licensing, I suppose, operates a good deal upon the standard of supervision?—It does.

5493. What I wanted to ask you was this: do you think that a number of the cabs are up to the standard that might be expected to-day, looking to the improvements that have taken place in manufacture, and so on, generally or not?—I should say scarcely so.

5494. You think, then, with advantage, the standard of requirements, both in licensing and in inspection, might be rather higher?—Looking especially at four-wheeled cabs, I do not think they are exactly what one would expect, as regards their general turn-out, and in comparison with other towns.

5495. Now, then, for another point; are you of opinion that there are too many cabs plying in London, or too few, or enough?—I think there are quite enough.

5496. Too many, perhaps?—Well, yes, I think there are too many.

5497. Would you put that on the ground of the traffic being impeded; too many for what?—Oh, principally because of the numbers in the street, which do, as you say, impede the traffic.

5498. That would be the reason I mean?—Or the principal reason; that cabmen do not, as a general rule, care to go upon the stands, except at certain hours, and prefer loitering about to try and pick up fares.

5499. So long, perhaps, as they do not obstruct the traffic, if that could be done, that might be possibly advantageous for the city man, or do you prefer the stands?—I prefer the stands, but it is really a matter of impossibility to make them go on the stands. For instance, in the City enormous numbers of cabs come in in the morning, and they do not belong to the City at all; they loiter about with a view to getting a fare to bring them out again, and it is a very difficult thing indeed to interfere with them; and, moreover, I do not think I have got the power to interfere with them unless they create an obstruction.

5500. Not so long as they are going quietly along?—That is it, yes.

5501. Do you think there would be an advantage in compelling them to go more to stands—an advantage to the public and themselves and to everybody, or do you not; or do you think it would be impossible?—It would certainly not be an advantage to the public, taking the last part of your question first, because it would result in inconvenience to the public; the public would cry out very much if they could not get those cabs when they want them.

5502. You mean in the street?—In the street.

5503. Do you think that could be met by very small cab stands, judiciously placed in corners, for instance?—Not as far as the City is concerned.

5504. Have you any opinion—it is a very general matter, upon which you have not possibly a very special knowledge—as to whether it would be an advantage, in the first place to the cabmen and in the second place to the public, if some form of sixpenny fare was introduced, making it either voluntary to the cabman or compulsory upon him during certain hours; one must consider the question from both points of view?—Do I understand you to mean that a cabman and his fare might make an agreement to be taken for 6*d.*?

5505. Well, they may do that in law now, but whether, for instance, a cabman should have power to mark up on his cab, when he chose, a red sign saying he was willing to take a sixpenny fare—that is one view, or whether during certain hours it might be compulsory to charge 6*d.* for the first mile; have you any views on that, whether any advantage would accrue?—I cannot say; it is a difficult question, and requires consideration. I would prefer not to give a definite answer on such a question.

5506. It is alleged that the cabmen are not earning as much as they used to in old days, and that they have a hard time to live; have you any experience upon that point?—Well, I have; I think there is no hard or fast assertion to be made, but I think that I have seen many cabmen who are—well, improvident to begin with, and others who ought to live better than they do.

5507. Yes, but apart from that, in your opinion, if a man is thoroughly diligent, can he make a good living there or not—reasonably diligent, but still, perhaps not quite so fortunate as others?—Only in some cases; there is to my mind a deal of chance about it, some make a good living, others do not.

5508. Would you tell us what is the practice of the police under your orders with regard to summoning drivers for offences. May we take it that it is the same as in the Metropolitan Police over the whole area?—Identically the same.

5509. I put it more particularly to you, have you any system of cautioning first or not?—Oh, yes, certainly we have; we caution cab drivers, and we caution everyone.

5510. First of all, before bringing them up?—Oh, certainly; it would depend entirely on the offence, of course. If the offence had gone beyond really the point at a caution would be of effect; if a man persistently obstructed, or anything of that sort, his name and number would be taken, and he would be immediately summoned.

5511. But for slight offences, such as obstruction, the police caution them first?—They always give them a chance.

5512. When the cabmen are summoned, before what courts do they generally appear?—In the Summons Court, before an alderman.

5513. Where will that be, at the Mansion House?—At the Guildhall.

5514. Does that alderman sit specially for cab cases, or does he take them in the course of his regular duties?—He takes them in the course of his regular duties.

5515. In the afternoon, perhaps, or at a special time of the day?—No; that court is independent of the Justice Rooms at the Mansion House and the Guildhall.

5516. When you say "that court," what do you mean?—The Summons Court.

5517. The Summons Court for all offences?—No, it is for slight offences; obstruction, costermongers.

5518. (*Mr. Lough.*) Street offences?—Street offences.

5519. (*Chairman.*) It cannot be called a special tribunal, but a special sitting?—That is it.

5520. A special sitting of the tribunal to deal specially with street offences?—Yes.

5521. In the first place, it is not, I suppose—you will correct me if I am wrong—a special magistrate who does that and nothing else?—Oh, no.

5522. They take their turn?—Yes.

5523. Secondly, I suppose that the powers of that particular session—I will call it for a moment—are really only derived from the general powers of the magistrates in the City?—That is all.

5524–5. But on the other hand, it is distinctly a special sitting, as it were, just as much, so to speak, as the sittings at the Central Criminal Court are for criminal cases?—It is entirely a special sitting.

5526. (*Mr Lough.*) The Chairman asked you, was it a special magistrate? Of course, you have no magistates in the City who are paid?—No, certainly not.

5527. Therefore, what the Chairman might call the special magistrate is simply a voluntary citizen magistrate in the City?—Exactly, an alderman in all cases.

5528. (*Mr. John Burns.*) On the rota?—On the rota.

5529. (*Mr. Lough.*) Who is not paid, but takes those special cab cases on his day?—Yes.

5530. (*Chairman.*) Cab cases are taken all through the day, are they, in that court?—Yes, until they are disposed of.

5531. They do not come at two o'clock, for instance, or at a special hour?—The court generally sits early, because they cannot get through the business.

5532. But the summonses of that court are not arranged in groups, are they, so as to take any particular group or class of offences at a particular time of the day?—No.

5533. They are put on a roster and just taken as they come?—As they come.

5534. How long a time generally occurs, so far as you know, between the offence committed and the time of hearing in that court?—Well, you get summonses returnable, say, on an average within six days.

5535–6. And then they are disposed of?—Yes.

5537. (*Mr. Hopwood.*) Let me understand with regard to what is called the Summons Court; in the course of the business are only summons case taken; and no criminal cases upon which persons are charged on warrant?—No, certainly not.

5538. That is why it is called the Summons Court?—Yes.

5539. There are no criminal cases proper taken at that court at the same time as the street cases?—No, they are not.

5540. (*Chairman.*) Except what would be called very petty criminal cases that are intended to be dealt with only on summons, I suppose?—Very petty indeed.

5541. Would drunkenness, for instance, be taken before the Summons Court?—No, drunkenness would not.

5542. I understand you thoroughly; a man would be summoned for drunkenness, but that would be considered too serious, and dealt with by another court?—But, of course, that enlarges the subject rather, because in the City we do not deal with them for drunkenness; we take charge of them. If they are drunk and disorderly, or anything of that sort, we deal with them, but when they get drunk they are simply locked up, and discharged when they are sober.

5543. (*Mr. Whitmore.*) They are never fined?—Never fined.

5544. (*Mr. Hopwood.*) Can you give us an example of a criminal case that is dealt with by the Summons Court?—It is not what I would call a criminal case at all that is dealt with by the Summons Court.

5545. (*Mr. Lough.*) It is a civil court essentially?—Yes, essentially.

5546–7. (*Chairman.*) If a man were drunk and disorderly, would you then lock him up till he was sober as well?—Yes, and then take him before a magistrate at the Guildhall or Mansion House.

5548. Not when he is drunk?—Or assaulting a member of the public, or a policeman, we should not take him to the Summons Court then.

5549. Has your experience been sufficient in the courts to give us an idea of the ordinary average punishment that would be inflicted upon a man, say, for simply obstructing?—Generally it depends, of course, upon how often he has been there before. If he produces his licence without endorsement, or anything of that sort, and if he is a man of good character, he gets off very cheaply indeed.

5550. What would you call very cheaply; will you give us an idea?—Oh, 1*s.* and costs, something of that kind.

5551. Sometimes he would get off with nothing and costs?—Yes, with costs only.

5552. (*Mr. Whitmore.*) What are the costs, about 2*s.* 6*d.*?—They amount generally to about 2*s.* 6*d.*

5553. (*Mr. Lough.*) For the first offence, a small offence, say the first time a man is up for obstruction, what would the punishment be?—Oh, he would get off altogether.

5554. He would get off free the first time?—Oh, yes.

5555. Then the second time the same man committed another very slight offence, in a year, what would it be then?—That would depend upon the magistrate, what humour he was in. I should not like to say exactly what would happen to him.

5556. Would he get off with costs?—He might.

5557. And of course neither of these two that you have described would be indorsed on his licence?—Not an offence of that sort, I should imagine, but I should not like to be positive.

5558. Where you said he gets off altogether, do you mean that he would get off without being even charged costs in the case of a first offence of a slight nature?—No, he would have to pay costs generally.

5559. (*Mr. Hopwood.*) But the licence would not be endorsed when costs only were paid?—I do not think it would.

5560. Only where a penalty is imposed?—I do not think it would, but I would rather that time were given me to amend my evidence as far as that goes.

5561. (*Chairman.*) Have you heard, during the time you have been there, any complaints by drivers to the effect that their cases were too hurriedly considered, or that they did not get the consideration that they thought they ought to have?—No; I have had, of course, complaints from drivers regarding the conduct of constables that they thought were too hard upon them

5562. I was rather speaking with regard to the time that was given to the cases by the alderman who sits to try them?—Well, that complaint would not be made to me.

5563. It might not be made to you, but have you any reason to think there would be any justice in it?—I have not.

5564. Do you know anything upon this point; it is said that sometimes men are induced to plead guilty who are not guilty, in order to get off easily, or to get away soon; is there anything in that?—I never heard of such a case.

5565. With regard to the men's complaints of the police; I suppose a man who is being summoned by the police will often complain of the man who has to summon him—but I should ask you this: have you

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had any reason to think that the police have been, say, in past years, too strict; have you ever had to caution them about that, to render them a little more lenient?—Not with regard to cabmen, as far as I can recollect.

5566. Generally, from time to time, no doubt you have seen fit sometimes to say that they must be more strict, sometimes more lenient?—That is exactly so.

5567. (*Mr. Hopwood.*) Do the City constables make any special report to their superior officer before taking out a summons against a cabman?—Always.

5568. A sort of deposition as to the facts?—That is exactly what they do.

5569. And that deposition is filed, I suppose, with you at your office?—Yes.

5570. Would that information be open to the magistrate if he wished to see it, to enable him to put questions to the constable?—No; anything that is filed in my office would not be exhibited to the magistrate.

5571. Not as a matter of course?—No; any information he wants I should be most ready to give him.

5572. No doubt you would give him the deposition upon which the summons was issued if he asked for it?—Oh, yes, I would give him full particulars; that is needless to say.

5573. (*Mr. John Burns.*) I gathered from you that you did not pay particular attention to the inspection of cabs and cab horses in the City, that you rather left it to Scotland Yard?—Exactly.

5574. Then in the event of your constables finding either a cab or a horse in bad condition, and not coming up to what we term the City and the Scotland Yard standard, what would you do—communicate with Scotland Yard?—In regard to the cab, I would communicate with Scotland Yard; in regard to the horse say in the case of cruelty, such as plying for hire——

5575. If you would allow me, I will deal with the question of cruelty, but I am talking of the general shabby condition of the horse and the cab?—I would represent them to Scotland Yard.

5576. In the event of your constables being told by an inspector of the Royal Society for the Prevention of Cruelty to Animals that a cab horse was suffering from sores, or farcy, or glanders, what is the usual practice in the City?—The horse would be taken to the police station and he would be thoroughly looked over there; and if there was what you may call a *prima facie* case of cruelty made out to the satisfaction of the inspector who would be called in, in consultation, the man would be charged forthwith, but admitted to bail.

5577. Has it come within your knowledge as chief of the police in the City, that cabmen and cabmasters object to the inspection of horses by the officers of a voluntary society?—I should not say that it has come within my knowledge.

5578. But would you not prefer to see the inspection of cab horses suffering from any complaint left either to the local sanitary authority for contagious diseases purposes and to the police, or police inspectors under the local authority, as the City Police are?—Yes.

5579. To do those duties now discharged by a benevolent society?—I think it would answer equally well, as you say.

5580. But is there not every reason to believe that a police officer or an officer specially told off either by the Watch Committee of the City Corporation or by you yourself, would more judiciously exercise his supervisory powers?—Oh, I think he would.

5581. He would be less liable to caprice or prejudice?—I think that a constable that has experience, knowing that if he overlooks any case of cruelty which an inspector might see he would get into trouble, would more probably do his duty satisfactorily.

5582. Then you would have no objection to see those powers of inspection of horses transferred to the police?—I do not quite know what you mean by the inspection of horses.

5583. For instance, supposing the Royal Society for the Prevention of Cruelty to Animals has, walking about the streets of the City, four inspectors paid by that society, would you not prefer to see those inspectors, if qualified, the directly paid officers either of the police or of the Corporation?—Of the Corporation, I think I should.

5584. Many of your policemen have been specially prominent, notably at Blackfriars and Ludgate Hill, in the detection of cases of cruelty and of horses suffering from sore shoulders, farcy, and glanders?—They have.

5585. One man in particular, at Blackfriars, has stopped over 200 cases; is not that so?—There was one man did that, yes.

5586. Do you know anything of what is described and known in the City as the Commercial Road hansom?—I do not.

5587. Do you find that the cabs that ply east of Aldgate, both as to condition of the horses, appearance of the driver, and character of the vehicle, are worse than those that, in the opinion of your men, come from the westward?—Yes, I do.

5588. Do you particularly find that with regard to the four-wheelers?—Yes, I do.

5589. And in your opinion and experience, there are many East End cabs, both hansoms and four-wheelers, that do not come up to what you would contend is a proper public standard for cabs?—I am quite of that opinion.

5590. Is that noticeably so in the early morning or very late at night?—I have noticed it myself, of course, in the early morning and late at night.

5591. There are practically few cab yards in the City?—There are none.

5592. There are very few cabmen living in the City proper?—Very few.

5593. And most of the cabs come from the west, whilst a few come from the east?—Yes.

5594. And, generally speaking, the west cabs are the best?—I should say distinctly so.

5595. Before we leave that, have you any remedy to suggest for the inferior character of the East End cab as compared with the west?—I have not.

5596. (*Mr. Whitmore.*) To what do you attribute the inferiority of the East End cab?—Well, they have an inferior class of drivers, generally speaking. It is an inferior turn-out altogether; the men have, probably, less capital, or for some reason of that sort the proprietors——

5597. I mean, is the cause of that general inferiority that the earnings are less?—That is the only conclusion you can arrive at.

5598. (*Mr. John Burns.*) Do you think, Colonel Smith, if there were cab yards in the City, and you were vested with the power of inspection that you would have under the Hackney Carriage Act as the police authority, that you would take steps to improve the character of both horse and cab and driver by enforcing the regulations?—Well, I scarcely think that it would be an improvement upon the present system of Scotland Yard; I think they do admirably well.

5599. But given the power of inspection, which you cannot exercise because you have no cab yards?—Yes.

5600. Given jurisdiction outside your City over cabs that ply inside your City, you would not refuse to exercise those powers in the right direction?—I think as long as the forces remain as they are that the authority should not be divided in regard to cabs.

5601. Well, then, how do you account for such a marked difference between cabs that border on the East End of the City and the cabs that ply in the West End of the City; is it due to less earning capacity on the part of the East End cab, or is it due to the fact that in the East End quarter of the metropolis inspection is not so efficiently enforced?—I should not say it was due to the latter cause; I should say that the East End people are content with the cabs they get.

5602. (*Mr. Whitmore.*) Do you not think, really, that it comes to this, that the cabs plying westward from the City as a rule obtain more than their strictly legal fare, whereas with cabs plying eastwards, naturally the people who use them give the strict legal fare?—Naturally money is looked more carefully at there.

5603. (*Mr. John Burns.*) But is not that rather counteracted by the fact that the river-side population, and particularly the cab-riders connected with the mercantile marine, or going down to the sea in ships, are proverbially generous in their treatment, not only of the cabs, but of everyone?—Well, they may be so; I would not like to give an opinion, Mr. Burns.

5604. It is a theory in the East End of London that the cabman gets twice the fare from the sailor either going or coming home?—That may be so.

5605. Now we will go from that to the question of privilege. You have within your police jurisdiction several privileged railway station cab yards?—Yes.

5606. One of those is Liverpool Street?—It is.

5607. Another is Cannon Street?—Yes.

5608. And Fenchurch Street?—Fenchurch Street.

5609. And what others?—There is Broad Street.

5610. Broad Street, yes?—In fact, there are all the railway stations.

5611. All the railway termini in the City under your jurisdiction are privileged cab yards?—But with that I have myself nothing to do, except knowing the fact.

5612-3. Do your men complain frequently of the congestion of cab traffic outside Liverpool Street, Cannon Street, and Fenchurch Street?—Generally speaking, in the City they do complain of the congestion of traffic caused by cabs.

5614. Have you frequently seen, or have you had reported to you that simultaneously with the congestion of cab traffic outside, there has been plenty of cab accommodation inside the railway station?—It has not been reported to me.

5615. But have you observed it?—No, I have not.

5616. But, in the event of it being proved to you that concurrently with congestion of cab traffic outside the station, there was sufficient cab accommodation inside, do you consider it would be to the public advantage that those two conditions should be equalised, and that the outside cabs should have the right of entry to a railway station?—I imagine that that would be better dealt with by the railway directors themselves. I would not be quite positive on such a head.

5617. Let us put it in this way: assuming that the railway companies were disposed to open their railway cab yards to all cabs, privileged and non-privileged, would not that tend to the diminution of the congestion of cab traffic outside the stations?—It might at some places; I fancy it might have another tendency at others, that is to say, that men who could not take up a fare at certain hours, would force their way or endeavour to get into the railway stations.

5618. Could not that be overcome, to some extent, by you more rigidly enforcing, particularly outside railway stations, your regulation as to crawling and obstruction?—Well, that would make us regulate the number, of course, that would be admitted inside the station; you would come back to where we started from, I think.

5619. We differ about that, but as a matter of fact, have you observed that, when trains come into the City termini, that outside cabmen, on the chance of picking up a fare after all the privileged cabs have been exhausted, do hang about the stations?—They will hang about the stations.

5620. With regard to first offenders, do I understand that, not only in connexion with cab cases and vehicular traffic cases but generally, you attach great importance in the City to giving the first offender a strict caution, instead of taking him up?—Certainly.

5621. Do you find that that operates in the diminution of offences, and generally for public convenience?—I would not like to say so in many cases; in the case, for instance, of the greatest obstructionists of the day—costermongers.

5622. I will come to those directly; but, upon the principle that a soft answer turneth away wrath, the first offender ought to be leniently treated?—Certainly.

5623. And you think that does not lead to a repetition of the first offence for which he got cautioned?—I should say not.

5624. You told us that you had in the City a court which you described as the Summons Court?—Yes.

5925. That court is presided over not by a stipendiary magistrate, but magistrates who are aldermen?—Who are aldermen, yes.

5626. Have those aldermen magistrates generally been members of the Watch Committee?—They all are.

5627. They all are members of the Watch Committee?—An alderman is by virtue of his office a member of what we call the Police Committee.

5628. As members of the Police Committee their contact with the officers gives them special experience and facilities for sitting in judgment on these street cases?—Yes, I think it does, certainly.

5629. That court deals with cab cases, costers, carmen, hawkers, and bill distributors if they attempt to distribute bills?—It does.

5630. Street offences generally?—Street offences generally.

5631. You do not allow bill distributing or sandwich men in the City of London?—No.

5632. What are the reasons for that?—The primary reason is the risk of obstruction.

5633. (*Mr. Whitmore.*) Is that under some special powers?—Yes, under the Metropolitan Street Acts.

5634. (*Mr. John Burns.*) You refuse them permission to distribute bills and to walk about the streets with sandwich boards, as in your opinion the congested condition of the streets would not permit of that being done with advantage to all?—It would not permit of that being done.

5635-6. Do you apply that prohibition to vehicular advertisements such as those that one frequently sees in the metropolitan streets with two negroes behind?—Yes, we do.

5637. On the ground that it tends to undue congestion for no definite public object?—Exactly. Would you allow me, Mr. Burns——

5638. With pleasure. It is a difficult question from this point of view, omnibuses carry advertisements, as you well know.

5639. And they carry passengers?—And they carry passengers; but anything in the shape of an advertisement, what you led me to believe you meant, would be prohibited in the City, vehicular or pedestrian.

5640. Advertisements are allowed that are subordinate to a public vehicular purpose?—Exactly.

5641. But no vehicular advertisement is allowed for advertisement purposes alone?—No.

5642. There are no criminal or warrant cases tried at the Summons Court, are there?—No.

5643. Supposing there was a case of loitering for suspected theft, that would not be taken to the Summons Court?—No.

5644. The case of a drunken cabman; what would happen with him. Would his cab and horse be impounded, and would he be locked up for the night?—Yes; and his master would be communicated with at once; the cab would be taken to what we call the green yard.

5645. Then drunken persons, irrespective of whether they are cabmen or busmen or the public, in the City, are generally locked up and discharged the next morning?—They are locked up and allowed to go when sober and able to take care of themselves.

5646. And in the case of a cab or an omnibus or vehicle of any kind, if the driver was drunk, his vehicle would be impounded, his owner communicated with, and he be dismissed next morning?—The cabman, of course, if drunk during his employment is always charged, but admitted to bail when sober.

5647. Have you any views as to raising the age at which cab drivers should be allowed to ply; you of course know that the present age is 16?—Yes.

5648. Are you in favour of it remaining as it is or raising it to 21, say?—So much depends on the individual; some are older at 18 than others at 21.

5649. Generally speaking you have no particular view?—I have no particular view on that subject.

5650. Have you considered from the point of view of the City requirements, the question of limiting licences?—Limiting the number of licences?

5651. Yes.—I have.

5652. What are your opinions about it?—I think it would be a difficult thing to carry out in this country.

5653. You think that a limitation of licences is not practicable?—Yes; I think it would be difficult to carry out.

5654. But you admit that in the City, particularly at certain times of the day, there is an unnecessarily large number of cabs plying for hire?—Yes, I think so.

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5655. And you have great difficulty in diminishing that number?—Great difficulty.

5656. Mainly because the streets of the City and the traffic will not permit of small rank accommodation?—That is quite true; and there is also a great difficulty in dealing with loitering cabs, for this reason, that you really require a policeman for every cab. They come in the afternoon, say, in the vicinity of the Stock Exchange; they know if they can get a fare there it will probably be a good one, they go down one street and they will come back again up the other; if the police move them on they will still be about the place.

5657. You have not any experience, have you, of private railway omnibuses at the City termini?—I have not.

5658. Generally speaking, do you consider that the cabman has improved in recent years; is he more civil, more amenable to regulations and orders than he was?—I should say they were amenable to orders, and, generally speaking, I find them civil.

5659. Have you formed any opinion as to their increasing sobriety?—I have not.

5660. Are there many complaints from the cabmen as to their treatment by your constables?—There are not; very few.

5661. Have the cabmen specially complained of the police at congested districts in the City, such as the Mansion House, Cheapside, and the Bank?—No, they have not.

5662. Then you have not had many complaints direct from the cabmen or their association?—Very few indeed.

5663. Generally speaking, may I take it that the cabmen and the City Police are on fairly cordial terms?—I should say so.

5664. Do you encourage your constables in the street traffic to annihilate a cabman with a joke rather than run him in; if the joke would be more successful than running him in?—If a joke were the more successful; we would put it in the way of a caution; he would certainly get the caution always.

5665. (*Mr. Lough.*) Colonel Smith, you have given us a lot of interesting information about the courts and the treatment by the police; I want to ask you just to put it all together for us, if I may. You have told us that a cabman is always cautioned first before he is summoned?—Certainly.

5666. And then you add these words, "The police always give him a chance"?—They do.

5667. That means, I suppose, that the police caution him a second time?—They treat them, as far as I understand, with absolute fairness: if they think they can attain their end by cautioning they will do so.

5668. After this cautioning you told us that the police constable always reports his case to his superior before he takes out a summons?—He does.

5669. So practically there is a discussion with the superior before the summons may go out?—It is not only that, but it comes to me or my assistant afterwards. All the summonses applied for are submitted to the Assistant Commissioner.

5670. For your approval before they are issued?—If there is any doubt he brings them to me, but every one about which there is no doubt and he is satisfied he approves.

5671. Your assistant?—My assistant, yes.

5672–3. When, after these ordeals, they do get into the court, invariably the first offence is let off, you say?—I do not like to say that absolutely, positively; but I say he is treated generally with great leniency for the first offence.

5674. If it is a moderate first offence he is let off?—Exactly. And you said that even if the second offence did not occur for a great while afterwards, and did not appear as a second offence, he would be treated easily for that?—He would be treated easily.

5675. That brings us up to the courts; it is a special court for these street cases?—Street offences, yes.

5676. At what hour does that court meet?—Generally at 11, I think; but, to tell you the truth, I have not been in that court for years myself.

5677. Are the cab cases taken first?—Not generally.

5678. Have you got a schedule of the number of cases with you—of the number of summonses that are taken out by your police?—Not of the number of summonses; I have got a list of offences by drivers of hackney carriages in the City during the year 1893, charges against them, summonses. I should be very glad to leave it with you—

"*Public Carriage Act.*

" Offences by drivers of Hackney Carriages in the City during the year 1893.

" *Charges.*—Drunkenness	-	57
" Cruelty	-	39
" Obstruction, &c.	-	1
" Assaulting police	-	2
" Total	-	99

" Convicted, 67. Discharged, 32.

" *Summonses.*—Obstruction	-	59
" Wanton driving	-	45
" Unattended	-	15
" Plying off stand	-	21
" Wilful misbehaviour	-	10
" Not wearing badge	-	12
" Total	-	162

" Convicted, 128. Discharged, 34.

" There are 29 cab ranks in the City, with standing " accommodation for 294 cabs.

" There are six railway stations with accommodation " for cabs, to what number not known.

" There are no cab yards in the City."

5679. This is divided, I see, into two parts; the first is charges, and the second is summonses?—Yes.

5680. I assume the summonses only come into that special court of which we have been speaking?—Into that special court.

5681. And the charges go into the superior court?—Exactly.

5682. Does this include both your courts at the City; both the Guildhall and the Mansion House?—Yes; both the Guildhall and the Mansion House.

5683. I see you had only 162 cases altogether in that small court for summonses in the year 1893?—Yes.

5684. And that included the whole area of the City?—The whole area of the City.

5685. An average of three a week about?—Yes.

5686. And of those 128 were convicted and 34 dismissed?—Yes, that information, I think, you may rely on as correct. I thought those latter clauses might be of use.

5687. They are very useful; I see it states there are 29 cab ranks in the City?—Yes.

5688. When you were answering questions about that I understood you to say that there were very few stands?—That is what I call few.

5689. You know, of course, the localities of the City yourself?—Oh, yes, very well.

5690. I wanted to ask you a question or two about those cab stands; the Chairman put it to you whether small stands for three cabs or four might be useful; you said you did not think they would be very useful. Now I want to ask you as to one or two localities—take Aldgate Pump; do you think that three cabs there might be useful?—Three cabs there? it is a terribly busy place. I was trying to recollect where the nearest cab stand is there.

5691. The nearest is Fenchurch Street Station?—No, it cannot be.

5692. Do you think they would be useful there; we need not pause too long over one place?—As far as I can remember it is scarcely a place for cabs.

5693. Do you know the broad part of Eastcheap?—Very well.

5694. Do you not think it would be well to have three cabs there? Might they not have three cabs there?—It might; but still at certain hours of the day there is a terrible congestion of all sorts of traffic, and I should prefer that you communicated with me in writing and gave me time to think.

5695. To think where they might be put?—To think that matter over.

5696. Do you not think there is a great nuisance of crawling cabs in the City?—Certainly.

5697. And might it not be better to have a severe rule against crawling cabs, on the one hand, and provide a number of short stands on the other?—I do not see how a severe rule, in the present state of the law, can be enforced; there is no method of dealing with crawling cabs.

5698. In answer to Mr. Burns, you said that moving advertisements were not allowed in the City?—Yes.

5699. You have noticed a coach used as an advertisement?—Yes, I have seen it; I know it very well.

5700. Is that vehicle stopped in the City?—That I cannot answer; I suspect it would be warned instantly to get out of the City, if it appeared.

5701. Have you noticed a fire engine used as an advertisement?—Yes.

5702. Would that be stopped in the City?—Yes, and that has never been so far as I know within the City boundary.

5703–4. I think I have seen it; but still I wanted to get particulars, if it is against the rule. Do you know the number of street shelters that you have got in the City—cab shelters?—I could not say the number.

5705. Have the Corporation anything to say to those shelters?—No, they have not; that is, the Commissioners of Sewers would have a say in the matter.

5706. But they do not exercise any direct control over them; for example, the shelters do not belong to the Court of Common Council?—Oh, certainly not; that would be a matter entirely for the body called the Commissioners of Sewers to deal with.

5707. But, as a matter of fact, they do not take any active part with regard to cab shelters?—Oh, no, except for the position of them; that would be a matter for the Commissioners of Sewers, who would probably consult me as to whether it was an appropriate place for a shelter.

5708. But they have no shelters of their own?—No.

5709. I want to ask you a question about Fenchurch Street Railway Station, in connexion with the privileged system: do you know Fenchurch Street Railway Station?—Tolerably well, yes.

5710. Is there room on the land belonging to the railway itself for a single cab?—Very little indeed; I was there the other day; the general traffic would prevent many cabs standing there at any rate.

5711. The station is upstairs?—Yes.

5712. Cabs cannot go upstairs?—Not generally speaking.

5713. So that really, on their own ground, there is no room for cabs?—I think that is so.

5714. Instead of that they stand in a little street called London Street?—Exactly.

5715. Are you aware that the company charges 4*s.* a week privilege for the right of cabs attending the station?—I was not aware of that.

5716. (*Mr. Hopwood.*) Is London Street a private street?—No.

5717. (*Mr. Lough.*) You were not aware that this privilege was charged?—No; I have nothing to do with that.

5718. Is London Street a street under your control or the private property of the railway company?—Under my control.

5719. And you generally notice it full of cabs?—It is pretty generally.

5720. Do you think it right, that in a street under your control, the traffic should be blocked with cabs which the railway company charges a privilege of 4*s.* per week to for standing there?—Well, it is a difficult question to answer. If it were for the convenience of the public, of course that is the first thing to be taken into account. Passengers by railway would complain very much if they could not get a cab at once.

5721. That is not exactly my point. Would you allow me, for instance, to let out a cab stand in Eastcheap, and have 40 cabs standing in Eastcheap, if they agreed to give me 4*s.* a week for each cab?—No.

5722. If you would not allow me to do that in Eastcheap, is it right to do that for a railway company in London Street?—I should like to make inquiries how it originated first, and what powers the railway company has.

5723. But they have no powers over your street?—No; they have no power over our street.

5724. I am not objecting to the cab stand being there; I think it is right the cab stand should be there if it is wanted?—You are objecting to the charges?

5725. I object to the railway company reaping a profit out of your street?—I see very well what Mr. Lough's point is, and perhaps it is capable of explanation when you make inquiries,* but I cannot quite explain it myself.

5726. (*Mr. Hopwood.*) You are no party to the payment of the 4*s.* in any way?—We are no party to the payment of the 4*s.* in any way.

5727. (*Mr. Lough.*) Not knowingly?—Not knowingly. But many things are capable of explanation when you make inquiry, and this is a sort of question that I should have said, if possible, give me notice of, and I should be prepared for it.

5728. You were asked about the limitation of the number of cabs. I want to put that question in another way. Do you think there is a great nuisance in the City of empty cabs?—I know there is.

5729. And if a wise system could be devised for limiting that nuisance, you think it would be a great improvement to traffic in the City?—I should be delighted if anything could be struck out to ameliorate what is decidedly a nuisance.

5730. You find it everywhere a nuisance, at Cheapside and at the Mansion House?—Oh, it is everywhere a nuisance.

5731. And generally it is the crawling cab that is a nuisance?—It is, of course, the crawling cab.

5732. (*Chairman.*) On the other hand, though a nuisance to the traffic, might it be a certain convenience to persons wanting cabs?—I think I said so before.

5733. But subject to that it is a nuisance?—No doubt. But the public would complain very much—you see a man come out, I do not care where it is from, on a rainy day; the first thing he wants is a hansom instantly to hand, and even if there is a cab stand a hundred yards away, he is most indignant if he cannot get a cab at once.

5734. (*Mr. Lough.*) Do you not think there is rather more accommodation for this man who comes to his door on a rainy day in the City than is necessary. All he wants is one cab, is not that all?—Certainly.

5735. Generally speaking will he not see three or four if he waits a minute, and he can have his pick or choice?—In the City he will.

5736. So that really to accommodate this impatient man who comes to his door you think there are more than are necessary?—I think in the City.

5737. (*Chairman.*) Perhaps you will allow me to put it generally, and this will be the best way, I think. Taking the whole convenience of the public into account—those who walk and those who drive, those who want cabs and those who do not—would it be of advantage if in some way the number of cabs plying in the City for hire could be made smaller?—It would.

5738. We have noticed, Colonel Smith, that the amount of yearly crime amongst cabmen in the metropolis other than the City is larger than that in the City *pro rata*, so far as we can tell, to the number of cabs that ply for hire?—I see what you mean.

5739. Could you give us any explanation of that?—I think that the two places, the City and the metropolitan district, are so different in many respects that one has not far to look for a reason for that.

5740. Would you indicate to us for our guidance some of the differences that strike you as accounting for that?—Well, the City cab day, you may say, talking loosely, is from nine o'clock in the morning till six or thereabouts. I mean where the traffic is very, very heavy, and the cabs are plying; after that we have got an easy time of it; and in the evening, late in the evening, we will say from ten to eleven

* *See* question 6241.

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if you like, or later, you have got, comparatively speaking, very few cabs in the City; they are merely going to the railway stations or something of that sort, and they get along as easily as they do in the country. But in the metropolitan district the whole reverse is the case—at night one could see in the Strand, or in any busy place, almost the congestion of the City both by day and night, in fact. I think that is how I would put it.

5741. You might put it that the City is, in respect of crime, a quieter going place in that there is less crime in the City all round than there is in the metropolis?—Oh, certainly; there is an excellent reason for that also, that the City is uninhabited except by day.

5742. Still on the other hand, even by day, though there is a large number of people in the City, do you have *pro rata* as many rows and brawls, and drunken affrays, and different things, as they do generally in the metropolis?—I should say certainly not.

5743. (*Mr. Lough.*) Why not?—The population is very different, to begin with. Almost all men who go into the City are business men; certainly, I do not mean to draw comparisons, but more respectable than the ordinary run of people you see in the Strand or anywhere in those busy districts of the metropolis. I mean, if you polled them, or if you went round, you would find they were all employed in business, bank clerks, men in warehouses, and so on; there is certainly a large number of carmen, &c., but generally the class of people is different.

5744. You have sightseers in the City, coming to the Tower and to the Guildhall?—Very few. The Tower is out of the City.

5745. They have to pass through to get to it?—They have, yes.

5746. On that point of the Chairman, about hours, do you not think that your hours of traffic are on the whole as long in the City, and the pressure as severe in the City, as in any other part of the metropolis?—More severe during certain hours, but the hours are very short.

5747. During longer hours?—Oh, no, I should say not For instance, the Strand—that goes on 16 hours instead of eight.

5748. Excepting in the Strand, can you mention any locality in the metropolis that is crowded for a longer number of hours than the City is crowded?—Yes, in the neighbourhood of the Haymarket, at night, and Piccadilly Circus, occasionally at Hyde Park Corner and so on, there is a tremendous congestion of traffic.

5749. (*Mr. Whitmore.*) Piccadilly is just as full of vehicles up to a certain hour at night as it is in the day time?—It is indeed.

5750. (*Mr. Lough.*) But Piccadilly does not commence so early as you do in the City?—Not quite so early, no.

5751. In short, then, there are hours of crowds in other places just as in the City?—No doubt there are.

5752. Do you think we can account at all for the smaller number of crimes in the City, and all offences, by the fact that you have got a different police system in the City from what there is outside?—No, I would not admit that. I think that the system of the metropolitan force is as good a system as we have got. Well, comparisons are at all times odious, but I think that the metropolitan force is most admirably managed, and does its work quite as well as the City force.

5753. It is hardly a fair question to ask you?—Hardly, I think.

The witness withdrew.

Mr. A. R. Pennefather.

Mr. Alfred Richard Pennefather called in and examined.

5754. (*Chairman.*) You are the Receiver of the Metropolitan Police?—Yes.

5755. We wish to ask you some questions about the revenue derived from the cabs and cabmen that are licensed in the metropolis, and the way in which that revenue is expended in carrying out the inspection and licensing of cabs?—Yes.

5756. In the first place, can you tell us what is the revenue of the Public Carriage Department from fees?—The fees are fixed in the Order of the Secretary of State, dated 1st March 1871. We have 2*l.* for a hackney or stage carriage licence, 5*s.* for a conductor and driver's licence; in addition to that, there is a licence duty of 15*s.* paid to the Inland Revenue, which under the Local Government Act now forms part of the Local Taxation account, and goes to the London County Council.

5757. (*Mr. Whitmore.*) Was that a change made by the Local Government Act?—Yes, the appropriation, the money was a charge which was formerly Imperial revenue, and now is local revenue.

5758–9. (*Chairman.*) Can you give us those three totals; the fees for the hackney carriage licence, the driver's licence, and the new badge account—that is not a very important one; but the other two at all events?—The total fees which I have received during the last five years have been—in the year 1890, 35,991*l.* In the year 1891, 36,133*l.*

5760. That is for each year?—Yes. In the year 1892, 36,252*l.*; in the year 1893, 35,603*l.*; in the year 1894, 35,324*l.* Those are the gross receipts.

5761–2. (*Mr. Whitmore.*) Was the year of 36,252*l.* income the highest figure they reached—at least, in your recollection?—Yes, this is the highest amount ever received.

5763. (*Chairman.*) You are not including metropolitan stage carriages and omnibuses?—Oh, yes, I was.

5764. Then we are to take it that these sums include all the licences?—Those sums include all the receipts both for stage carriages, hackney carriages, and for drivers.

5765. It would be a work of calculation, but you could separate it, I suppose?—So far as I am concerned, I make no distinction in our accounts, but treat it all as one revenue; but with the view of helping this Committee I have taken the figures from the Commissioner's annual reports; there are given the number of hackney carriages licensed, and the number of stage carriages licensed, and the number of drivers and conductors licensed, and taking those figures, I have made an estimate of the income which we receive.

5766. From hackney carriages and drivers?—Yes.

5767. If you please?—Perhaps I ought to explain that the figures which I have just given you were for the financial year ending 31st March. The Commissioner's report is made up to the 31st December, and so the figures do not necessarily exactly agree, but they are approximately right. For the year ending 31st December 1889, we should have received 22,750*l.* from proprietors and 3,878*l.* from drivers, which gives a total of 26,628*l.*; in the year 1890 we got 22,594*l.* from proprietors and 3,834*l.* from drivers, which makes 26,428*l.*; in the year 1891, 22,258*l.* from proprietors, and 3,804*l.* from drivers, making a total of 26,062*l.*; in 1892, from proprietors 21,624*l.*, and from drivers 3,752*l.*, making a total of 25,376*l.*; in the year 1893, 21,612*l.* from proprietors, and from drivers 3,746*l.*, making a total of 25,358*l.* The Committee will see that the figures are slightly decreasing; there is a decrease each year—not very large, but still it is a decreasing sum.

5768. The 15*s.** fee sums up, I believe, to the 31st December in each year, does it not, no matter at what time the licence is taken out?—Yes, that is so.

5769. So that it is possible, by means of the overlapping of the dates at which the licence is taken out and the 15*s.* fee is payable, that a man might pay rather more than 2*l.* 15*s.* a year; is that so?—The police licence runs from the dete at which it is issued for 12 months; the Governmtnt licence runs for the year; therefore a man migh have to pay two Government licences.

5770. Can you give us figures showing what is the expenditure corresponding to the figures you have given us on the issue of these licences, and the superintending, and so on?—Shall I state the gross expenses first?

5771. Well, I think that would be almost better—the gross expenses, including both stage carriages and cabs, and then one might give an estimate of the others?—I estimate the gross expenses for the last five

* After October 31 a half fee only is charged.

years have been as follows:—For the year ending 31st March 1890, 32,635*l.*; for the year ending 31st March 1891, 33,529*l.*; for the year ending 31st March 1892, 33,684*l.*; for the year ending 31st March 1893, 37,589*l.*; for the year ending 31st March 1894, 38,631*l.*

5772. (*Mr. John Burns.*) Then your expenses exceed your income?—Yes. Perhaps I may add that during these five years I have found that in the year 1890 we had a profit of 3,356*l.*; in the year 1891 we had a profit of 2,604*l.*; in the year 1892 we had a profit of 2,568*l.*; in the year 1893 we had a loss of 1,986*l.*, and in the year 1894 we had a loss of 3,307*l.*; that is on the gross.

5773. (*Chairman.*) Can you give us figures showing how much of the figures that you have just given us of the gross expenditure is attributable to the expenditure upon hackney carriages of all kinds?—Perhaps I had better explain here that there are certain expenses of which I can definitely tell you the amount—actual expenditure, for instance, the cost of the water posts, the standings, and the water rates. I can also definitely tell you what we paid for the cost of books, and tables of distances. Then there is a second class of expenditure which is absolute so far as the police are concerned, but which we have to divide in an arbitrary manner between hackney carriages and stage carriages; and then there is a third class of expenditure, in regard to which we have to estimate what it is, and then have to divide our estimated sum between the two.

5774. That is all very natural. It is just like taking out a business account?—If we take the first of those items,—the actual expenditure which belongs solely to hackney carriages, there are two items—the cost of water posts, standings, and the water rates, which we find for the five years amounted to: In the first year, 1890, 1,099*l.*; in the second year, 1891, 968*l.*; in the third year, 1892, 1,078*l.*; in the fourth year, 1893, 1,335*l.*; in the fifth year, 1894, 1,308*l.* There is an increase during the last two years, on account of the Commissioner having largely increased the number of standings at which posts have been put up.

5775-6. What do you mean by standings?—The number of water posts at standings. The other item which I can give you absolutely is the cost of the books and tables of distances. In the year 1890 they cost 220*l.*; in the year 1891, 531*l.*; in the year 1892, 874*l.*; in the year 1893, 819*l.*; in the year 1894, 1,633*l.*

5777. (*Mr. John Burns.*) What is the reason for the great increase?—There are two or three reasons which I can give which explain these variations if the Committee wish it. First of all, in the year 1890, a very small account of 220*l.* In that year we did not charge the stationery to the hackney carriage account, but we ept it as part of our office expenditure, so it is hardly a correct figure, and at this distance of date I am not able to tell you what additional amount ought to be entered under that heading. Then, when we come to the year 1892 and 1893, it was necessary for the Commissioner to have a very large number of the routes re-measured on account of the opening of Constitution Hill to cab traffic, which greatly reduced the distance from the West End to Waterloo and the Houses of Parliament and other places; also the opening of Charing Cross Road and Rosebery Avenue and other streets, which greatly reduced the distances.

5778. (*Chairman.*) That re-measurement is not done every year; then that is a period at which you brought the book up to date?—There is no necessity to do it every year unless there is some new street opened, or some cause to necessitate it. Of course, we not only have to pay for the re-measuring of the distance, but we then have to re-print the tables and re-post them. Then when you come to the year 1894, there is a large increase, from 800*l.* to 1,600*l.* That is due to the fact that we had revised so many of these tables of distances that it was necessary for us to re-print a new edition of the book which we give to the hackney carriage drivers. We printed an edition, I think, of 20,000 copies. That expense, of course, will not recur for some years.

5779-80. What book is that?—The Red Book. I will send for it—a copy of the Tables of Distances; it is a 3*s.* book.

5781. You have gone with remarks through that column; and I should like to ask you about the cab plates; where do they come in? That is an expense that would not be for cabs?—I will take that under my second heading of known expenditure, which we have to divide arbitrarily.

5782. Very well; now we have come to the second heading, have we? Would you be kind enough to let us have that?

5783. (*Mr. Lough.*) Is this the end of the expense which you know, and can place under hackney carriages definitely?—The only definite items which are entirely spent upon hackney carriages, no portion of them spent on stage carriages. In answering the Chairman's question, the second item which I bring in is actual expenditure which we incur, but which we have to divide, for the purpose of the Committee, between hackney carriages and stage carriages, and in dividing them, Mr. Chairman, I have divided them according to the number of proprietors' licences issued in each case.

5784. (*Chairman.*) Let me just understand. Would that be that you put down the same proportion of expense for the licence of an omnibus that you would for the licence of a single hackney carriage?—Yes; and if there were the same number of omnibuses and the same number of hackney carriages licensed I should divide the expenses in half.

5785. (*Mr. Lough.*) But as there are not, do you divide them according to the number?—Yes, according to the number *pro rata*. Each year I have taken it. according to true arithmetical rates. The first item, sir, is the cost of the staff who are employed in the public carriage office. I put those down for the year 1890, 2,660*l.*; for the year 1891, 2,570*l.*; for the year 1892, 2,476*l.*; for the year 1893, 2,969*l.*; for the year 1894, 2,969*l.*

5786. That is the hackney carriage share of the total expenses?—That is the total cost of the public carriage office.

5787-8. (*Chairman.*) The next item?—The next item is the cost of clerks employed in the Lost Property Office. I estimate those for the year ending 31st March 1890, 1,390*l.*; in the yearending 31st March 1891, 1,411*l.*; in the year ending 31st March 1892, 1,411*l.*; in the year ending 31st March 1893, 1,772*l.*; and in the year ending 31st March 1894, 1,803*l.*

5789. Were there any sums received as against those sums—I mean, do you take any portion of the sum that the public pays for getting back its property?—No.

5790. That all goes to the driver, does it?—We receive nothing out of the rewards.

5791. The rewards?—The rewards. Those go to the drivers; and if they are unclaimed they go to the Inland Revenue.

5792. So that the Inland Revenue gets a certain amount as against these amounts that you put down here as expenditure for the lost property?—I cannot tell you off-hand, but the Inland Revenue would get about 120*l.* a year, I think.

5793. (*Mr. John Burns.*) Then the Inland Revenue gets for Imperial purposes what is certainly a local property contribution?—The Inland Revenue, under an Act of Parliament, get certain of these small pickings—they always had them—they had them from the earliest day, and they have kept them; the law did not make any change in the matter. Unclaimed rewards, unclaimed property, and several other things, they get still.

5794. (*Chairman.*) Have you any observation to offer upon the last figures you have given?—I should like to explain to the Committee as regards the cost of the clerks employed both in the Public Carriage Office and in the Lost Property Office, that they are police officers, they are not civil service clerks; in putting down these sums, therefore, I have put down the sum which represents their pay—the policeman's pay—and also the sum which we have to charge for their pensions when they become pensionable. The increase which, as the Committee will observe, takes place in the years 1893 and 1894, as compared with the previous years, arises from the fact that in the year 1892 a considerable addition was made to the pay of the Metropolitan Police, and also the Police, Act passed in the year 1890, gave them very much better conditions of pension, and that necessitated a higher charge being made for their services. There was no real increase in the staff, but higher charges had to be made for their services.

5795. (*Mr. Whitmore.*) I did not quite understand that why, because a policeman receives a higher rate of pay, and will become entitled to a higher pension, is it necessary to pay him an increased salary for

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clerical work?—We do not pay him increased salary for clerical work; but I charge an increased sum in order to cover the increased pension which eventually will become payable to the men.

5796. (*Mr John Burns.*) So that if he does not get it in the meal of salary he gets it in the malt of pension?—Yes.

5797. (*Chairman.*) I put it in this way: there was an increase of the pay about that time, was there not?—There was an increase in their pay about that time.

5798. And their pensions?—By which an ordinary constable, instead of getting 52*l.* a year pension, would get now 55*l.* 9*s.* 4*d.* pension; he would get 3*l.* 9*s.* 4*d.* more pension than he did, and his pay was increased from 30*s.* a week to 32*s.* a week.

5799. (*Mr. John Burns.*) So, as a matter of fact, the rise was capitalised; he did not get it in wages. but he got it in higher pension?—He got 2*s.* a week in wages.

5800. The total rise was not given, but a certain sum of it was capitalised, and he gets it in a higher pension?—That is so.

5801 (*Chairman.*) Now, for your next head?—The next item we can definitely tell you is the cost of divisional inspection of cabs.

5802. (*Mr. Lough.*) There is an equal increase in the item above as in the cost of clerks in the public carriage department?—It is; in both cases a staff of inspectors, sergeants, and constables are employed. The cost of the divisional inspection was, in the year 1890, 1,780*l.*; in 1891, 1,780*l.*; in 1892, the same—1,780*l.*; in 1893, 2,025*l.*; in 1894, the same —2.025*l.* That increase is also explained in the same way, by the improved pay which was granted to the police and by the slightly improved pensions which were granted to them.

5803. (*Chairman.*) Next, if you please?—The next item is the cost of the plates, badges, and one or two little things—stamps. The plates and badges have cost in the year 1890, 520*l.*; in the year 1891, 330*l.*; in the year 1892, 648*l.*; in the year 1893, 461*l.*; in the year 1894, 463*l.*. If I may now take the total of these four items which I have just given you, you will find that the total for the year ending 31st March 1890 was 6,350*l.*; of that I have placed to hackney carriages 5,003*l* and to stage carriages 1,347*l.*

5804. (*Mr. Lough.*) The figures you have been giving us, then, are not a division; you are going to divide now?—I am going to divide, yes.

5805. (*Chairman.*) Which is it with these clerks?—These are the gross amounts I have just been giving you.

5806. For the two—for the whole?—Yes.

5807. (*Mr. John Burns.*) There is a sum for divisional inspection, 2,025*l.*; is that the cost of the divisional inspection of hackney carriages and omnibuses as well?—It is.

5808. (*Mr. Whitmore.*) We have not yet had any figure from you of the separate expenditure on hackney carriages for that?—No.

5809. (*Chairman.*) Now, you have done with the four columns which belong to what may be called the joint expenditure—stage carriage and hackney carriage?—I give you the totals of those four columns, for the first year, 1890, 6,350*l.*; for the year 1891, 6,091*l.*; for the year 1892, 6,351*l.*; for the year 1893, 7,227*l.*; for the year 1894, 7,260*l.*

5810. Will you now proceed, if you please, to divide those figures between stage carriages and hackney carriages?—I have explained to the Committee, already, that one is obliged to take an arbitrary basis; the basis which I have taken in dividing the figures which I have put before the Committee is the number of vehicles licensed.

5811. (*Mr. John Burns.*) For what purpose is the 7,260*l.* expended?—The 7,260*l.* is the total of the clerks employed in the Public Carriage Office, which I think I have given as 2,969*l.*; the clerks employed in the Lost Property Office, 1,803*l.*; the cost of divisional inspection, 2,025*l.*; plates, badges, and stamps, 463*l.*; the total coming to 7,260*l.* Dividing, for the five years, these expenses, I have placed, for the year 1890, 5,603*l.* to hackney carriages and 1,347*l.* to stage carriages; for the year 1891, I have placed 4,736*l.* to hackney carriages and 1,355*l.* to stage carriages; for the year 1892 I have placed to hackney carriages 4,791*l.*, and to stage carriages 1,524*l.*; for the year 1893 I have placed to hackney carriages 5,509*l.*, and to stage carriages 1,718*l.*; for the year 1894 I have placed to hackney carriages 5,508*l.*, and to stage carriages 1,752*l.*

5812. Now, you said you had some further figures of expenses?—Yes; there is further expenditure that is absolutely estimated. There is the cost of the office accommodation and the expenses of the civil staff.

5813. (*Mr. John Burns.*) Are these central office expenses or local?—Central. The cost of the central office accommodation and the yard space, I estimated for the year 1889, when we were in the old offices, as 819*l.* 3*s.* 1*d.*; for the year 1890, when we moved into the new offices, 1,792*l.* 2*s.* 5*d.*; for the year 1891, 1,269*l.* 14*s.*; for the year 1892, 1,038*l.* 8*s.* 4*d.*; and for the year 1893, 1,259*l.* 16*s.* 8*d.* In each of these years I also put down 500*l.* as representing the cost of the civil service staff in the Commissioner's office, and my own office, the expense of the surveyor, and the expense of the Bank of England.

5814. (*Mr. Whitmore.*) To be quite clear, does that allowance include, for instance, a portion of the salary of Mr. Bruce?—No, sir; nor of my own salary. Perhaps, Mr. Chairman, the Committee would like me to explain how I have arrived at this estimate of the office accommodation and the yard space. I have had the office measured, and taken out the total cubical capacity of the hackney carriage department of the new offices, and I find it occupies 75,651 cubic feet, whilst the cubical capacity of the rest of the building, omitting all staircases and passages, is 1,480,781 cubic feet. I have, therefore, taken one-twentieth of the annual expenditure on the building, including interest on the loans, and the repayment of the capital, as a fair sum to charge against the hackney carriage department. I may add, sir, that this charge will be a constantly diminishing one. The sum spent in building will be all repaid by the 1st July 1920; the sum spent in purchase of the land will be paid by 1940.

5815. (*Chairman.*) It is partly a sinking fund that this covers?—Yes.

5816. Have you any other figures to add on the expenditure side?—Dividing the items I have just given you, the office accommodation and the 500*l.* which I have put down for the Civil Service staff, between the two services, as I have just previously done, I have put to the hackney carriages, in the year 1890, 1,040*l.*, and to the stage carriages 279*l.*; in the year 1891 I put to the hackney carriages 1,782*l.*, and to the stage carriages 510*l.*; in the year 1892 I put to the hackney carriages 1343*l.*, and to the stage carriages 427*l.*; in the year 1893 I put to the hackney carriages 1,172*l.*, and to the stage carriages 366*l.*, and in the year 1894 to the hackney carriages 1,335*l.*, and to the stage carriages 425*l.*

5817. (*Mr. John Burns.*) So, roughly, we have 1,500*l.* for both?—The total figures for both are, for 1894, 1,760*l.*

5818-9. And that is divided between the two?—The 1760*l.* is divided between the two, 1,335*l.* to hackney carriages and 425*l.* to stage carriages. (*The witness here handed in a book of the hackney carriage distances. See* 5778.) A copy of this book we give to every cabman when he gets his licence.

5820-1. (*Chairman.*) Is he bound to take it about with him, with his licence?—Yes, strictly speaking.

5822. (*Mr. John Burns.*) Can this be bought by the public, Mr. Receiver?—Yes; they can be bought by the public at Messrs. Eyre and Spottiswoode's. Anybody can buy them. We sell a considerable number, and I credit the fund with the proceeds.

5823. (*Chairman.*) Will you finish the accounts?—There is only one more item, Mr. Chairman, that I have not mentioned, and it is the largest item in our bill, that is the cost of the police employed in the hackney carriage standings.

5824. (*Mr. Whitmore.*) That is an item exclusively for cabs?—Yes; it is the estimated cost of the police employed at hackney carriage standings.

5825. (*Chairman.*) Well, now let us have the figures?—The Commissioner has kindly informed me that he has 378 police officers who are engaged either wholly or partially at hackney carriage standings, keeping good order at the standings and at the places at which stage carriages or hackney carriages resort, and he considers that the following figures are the proper

proportion of the cost of these officers chargeable against the hackney carriage receipts:—For the year 1890, 23,647*l.*; for the year 1891, 23,647*l.*; for the year 1892, 23,647*l.*; for the year 1893 it increased to 26,670*l.*; and it is the same sum for the year 1894, 26,670*l.*

5826. (*Mr. John Burns.*) Is that due to increased wages only?—Yes, it is simply due to the increased wages and the increased charge for superannuation. I would just like to explain to the Committee that in these figures there is the provision made for the pensions of the men—the deferred pay.

5827. (*Chairman.*) I would like to ask you—let us take the last of those years—of how many men does it include the partial service, and what proportion of that total service has been allotted. That is the first thing we want to know, if you can give it?—The Commissioner will answer that question, sir.

5828. (*Mr. Lough.*) Is this the total of the cost of the 378 police constables whom you mentioned?—No; it is the proportion only. Each constable costs rather over 100*l.*, and therefore you see the 378 men would cost something like 37,000*l.* or 38,000*l.*, probably 40,000*l.*, when you take the different ranks.

5829. (*Chairman.*) Are there any other items of expenditure?—There are no other items.

5830. Have you got a summing-up for the five years of all the items attributable to the cost of the hackney carriages?—The total cost of the hackney carriages, leaving out everything belonging to stage carriages, was: In the year 1890, 31,009*l.*; for 1891, 31,6€4*l.*; for 1892, 31,733*l.*; in 1893 it was 35,505*l.*; in 1894 it was 36,454*l.*

5831. (*Mr. Whitmore.*) You have given us figures showing the income from hackney carriages?—The income in the year 1890 from hackney carriages was 26,628*l.*, in the year 1891 it was 26,428*l.*, in the year 1892 it was 26,062*l.*, in the year 1893 it was 25,376*l.*, and in the year 1894 it was 25,358*l.* It is continually diminishing.

5832. So that in the last year there was a deficit of something like 11,000*l.*?—Yes, there was a considerable deficit.

5833. (*Chairman.*) A deficit of 11,000*l.*, assuming that those estimates represent the real fact?—Yes. I have been anxious to divide the expenditure in a way that would bear criticism.

5834–7. (*Mr. John Burns.*) You mean meet criticism?—Meet criticism is a better way of putting it, Mr. Burns.

5838. (*Chairman.*) A proposal has been made that shelters should be taken over by a public authority. Have you any view upon that?—I should think it would be a very legitimate way of helping the cabmen.

5839. What about the expense of it; would it be large?—I do not know what the expense of these shelters is at the present moment, but I should think that, assuming the Committee were in favour of such a proposal, it would be a very legitimate expenditure out of the licence money to pay the initial cost of the shelters.

5840. Have you any suggestion to make, or observation to make, about the charges for water?—If any legislation is contemplated, we should be glad if the Committee could suggest that there should be some defined scale of charge for these posts.

5841. Charge to whom?—Charge to the police. The water companies at the present moment say it is not a domestic supply.

5842. That the police are not?—Yes. The water companies at the present moment say it is not a domestic supply, and that they are not bound to supply us by meter; and in fact, they fix any charge they choose and we are practically helpless in the matter. I, perhaps, might mention one thing, which is one of our greater difficulties, and that is that we have got no legal right to put up a water post, and we can only do so by permission of the vestry, and in a few cases they are not friendly; in some cases they have refused to give us permission.

5843. (*Mr. Whitmore.*) Is that when they think the standing is at an inconvenient place?—The vestries usually do not give reasons for their refusals.

5844. (*Mr. John Burns.*) They are not the only body who do not do that; but is not their objection mainly due to misrepresentations made by what are locally known as official people who object to standings of cabs close to their premises, or close to the square in which they live?—I think official people object very frequently to the putting down of the buckets on the pavement; it does cause a certain amount of noise, a cabman putting down a bucket after he has watered his horse. The residents raise an objection to it; there is no doubt about that.

5845. (*Chairman.*) There was a question, I think, asked by Mr. Bayley about the presence of a practical carriage builder in the Receiver's office; is there any observation at all upon that?—I have a qualified surveyor, and under him we have a technical man who served his apprenticeship as a coach-builder.

5846. He inspects the police vans, is not that it; he prepares the specifications, and inspects the police vans?—He prepares the specifications and inspects the police vans and carts, he has the supervision of all the vans and carts in the police service.

5847. (*Mr. Whitmore.*) He has nothing to do with the police then?—He has nothing to say to the hackney carriages.

5848. But I mean he is not an enrolled constable?—He is not an enrolled constable.

5849. (*Mr. John Burns.*) The point with Mr. Bayley was this, that for police inspection purposes the Receiver employed a technical or practical civil servant, but for purposes of inspecting the cabs there were policemen?—That is so.

5850. (*Mr. Whitmore.*) Therefore if the Receiver could employ a technical person in the higher capacity, it was possible to employ a technical person in the subordinate.

5851. (*Mr. Lough.*) You told us at first, when you were giving us your summaries, that you had a profit, a small profit of 2,604*l.* in 1891, and 2,568*l.* in 1892, which became a loss of 1,986*l.* in 1893, and of 3,000*l.* odd in 1894?—Yes.

5852. Well, now, at the end you showed us that the loss was 11,000*l.*?—Yes.

5853. How do you reconcile those two statements?—In the first instance I was dealing with hackney and stage carriages together; in the last instance I was dealing with only hackney carriages, and by far the larger portion of the expense which we incur at Scotland Yard is due to hackney carriages.

5854. You told us that in 1894 the total expenditure—this was at the beginning of your evidence—was 38,631*l.*, while at the end you told us that the total expenditure for hackney carriages was 36,454*l.* Am I to take it, then, that the total expenditure connected with stage carriages is only that difference, about 2,000*l.*?—Yes. The total expenditure for stage carriages I have already given you as 1,752*l.* for four items under my Class 2, and 425*l.* under the third division of expenditure. There is very little expenditure in connexion with an omnibus.

5855. So that, practically, nineteen-twentieths of the expense is hackney carriages according to that calculation, and about one-twentieth is for the stage carriages?—Yes, because nearly the whole of the expenditure for hackney carriages arises in connexion with the police at standings.

5856. Well, now we will come to your first head of separate expenditure, and I want to ask you a question about it. You spoke of the cost of water posts, and so on. Do you include in that any cost connected with either the control of or any other thing in connexion with troughs, drinking fountains, through the city?—No.

5857. These are simply iron posts erected at cab stands, simply the water posts?—Yes, we pay nothing towards those large troughs which the Metropolitan Cattle Drinking Association erect.

5858–9. Can you tell me whether there is any case in which any drinking fountain or other supply of water is paid for out of public moneys?—Certainly we do not pay.

5860. I want to get your opinion upon this water post expense, why it should be charged especially to the cab services?—Because it is only used——

5861–3. Can you give me any precedent for it?—The water posts, of which I defray the cost, are only used for hackney carriage horses.*

5864. Well, then, we come now to this book, which makes a large item in 1894?—Yes.

* *See* footnote on p. 160.

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5865. Did you allow, in giving us the cost of that book, for the revenue that you may get by its sale?—Not any prospective revenue, but we credit the fund with all the money which we get of the copies we sell, we take it off the gross cost. If I were to sell 100*l.* worth of these books it would reduce the net expenditure by 100*l.*

5866. In which year?—In whatever year I receive it I take it off the expenditure.

5867. For the large sum which is charged in 1894 there will be some revenue coming in in future years?—Oh, certainly, and more than that; the stock of books which I have got will last for several years, three or four years, I hope.

5868. I come next to your second head of charges. You told us that they are divided *per capita*, that is to say, you charge so much for each four-wheeled cab as you do for one omnibus?—That is the basis I have taken up, yes.

5869. Do you think, it is fair to allot as much to one cab as to an omnibus?—In suggesting this test to the Commissioner, which he quite approves of, I thought it was rather in favour of cabs, because a cab costs us more proportionately than an omnibus does.

5870. Why?—It is very difficult to explain why in the limits of an answer. First of all, in connexion with an omnibus we should not go to the expense of providing that book, we really should not go to the expense of putting up these water posts at all; also in many other ways the cab produces more work to the office than the omnibus does.

5871. Then I wanted to ask you another question about this book; you said this is given to every cabman?—By the Commissioner, yes.

5872. Is it given every year when the licence is renewed?—That is a question which, strictly speaking, ought to be asked from the Commissioner, because I do not give them, but my own impression is, Mr. Lough, that we do not give them every year, only at starting, when the man is first licensed.

5873. Now we will go on. I come to your first head of cost. You say, "Cost of clerks in Public Carriage Department"?—Yes, sir.

5874. Is this the staff that is engaged in the issuing of licences?—In the issue of licences, yes.

5875. Is there any other large head of work that it does?—That, again, will be a question which, perhaps, ought to be addressed rather to the Commissioner than to me. Of course, I only know it as the Public Carriage Office. I believe the work which it does is almost entirely confined to the issuing of licences to cabmen and to vehicles, and the complaints which the public address as regards the misconduct of drivers or conductors, but as it is a department under the Commissioner's control, and not under my control, I think you would get a better answer from him than from me.

5876. You have told us that the cost is something over 3,000*l.* a year in these latter years?—Yes.

5877. And that they are chiefly police constables who are engaged in it?—Entirely police constables.

5878. Can you tell us how many clerks?—Mr. Chairman, might that question be asked of the Commissioner. To the best of my knowledge there is one superintendent and 14 other officers.

5879. (*Mr. John Burns.*) Does that superintendent take the rank in relation to pay and pension, that the superintendent of a division would?—Yes.

5880. (*Mr. Lough.*) I want to ask this question: these gentlemen are engaged all the year round on this work of issuing licences?—I am in a little difficulty in answering questions about the Commissioner's office. I will answer it if you like. I believe so.

5881. If instead of issuing these cab licences, and keeping this permanent staff, the rule in London was to issue all the carriage licences, say, during one fortnight each half or each year, or each quarter year, do you think this amount might be very largely reduced, if not brought to be a mere nominal sum?—No, the licences come in very regularly throughout the year; the daily amount is very level, therefore, unless the Commissioner was very considerably over-staffed, it is quite clear that if you brought all this work into a limited time you would have to have a very large staff for that limited time, which would be a very inconvenient arrangement.

5882. So you do not think any economy would arise in that department if there was a particular season for issuing the licences instead of spreading them over the year?—No; I may perhaps illustrate it in this way, that we used to pay our pensioners on the first six days of each quarter; we found it was a very inconvenient arrangement bringing in such a mass of work in six days, and we have been obliged to get rid of that system, and allow them to come up the whole of the year, so many each day.

5883. (*Mr. John Burns.*) But was there not another reason besides that; was it not a fact that men who had frequently been comrades in the force before they were pensioned made Scotland Yard a *rendezvous* for purposes that were not altogether commendable, and in the interests of the men?—I do not know for what purpose.

5884. I put it in a general way, although I could enumerate the purposes?—Oh, there were very many reasons which made us change the system, quite right.

5885. (*Mr. Lough.*) Can you tell us how many pensioners there were, roughly?—There are about 4,700.

5887. (*Mr. Lough.*) We come to the Lost Property Office; do you get more property from a hackney carriage than you do from an omnibus in lost property?—I believe so. I have no means of answering the question accurately, but I believe it is a fact that a good deal more comes from cabs than from omnibuses.

5888. I mean from each particular cab; of course the whole bulk of cabs might bring more than the whole bulk of omnibuses?—You mean the percentage?

5889. I mean, does each cab bring up more articles lost than a single omnibus does, or is it the other way?—I only express the general idea that I have that it does, but I really do not know. I asked the Commissioner, before dividing the expense, whether he thought the same basis should be adopted, and he informed me that, in his opinion, that was the only fair basis, to divide the expenditure.

5890. Does this include property lost in other parts of the city that is brought to Scotland Yard, but which is not lost in hackney carriages?—Oh, no; that is quite a different department.

5891. Then we have only a share of the lost property expenses here?—Yes, only the public carriage lost property office, on the Embankment.

5892. You have a lost property department for other property which is lost?—Other property which is lost is taken to the local police station.

5893. But it ultimately comes to Scotland Yard, does it not?—It does not necessarily come to Scotland Yard.

5894. But there is a lost property department, surely, in railway trains, and so on?—Oh, no, that goes to the railway company; we do not deal with that in any way.

5895. I will put it, then, all in one question: is there no class of property dealt with in Scotland Yard except property lost in cabs and 'busses?—In the executive department of Scotland Yard we deal with such lost property as is brought to Scotland Yard by an ordinary finder.

5896. (*Mr. John Burns.*) That is in the street?—That is in the street; who chooses to bring it to Scotland Yard. But they might equally take it to a local police station.

5897. (*Mr. Lough.*) Does not the cost of the management of the Lost Property Department come out of the General Police Rate?—It does.

5898. Can you point out any reason why there should be any special treatment of property lost by the public in hackney carriages as apart from property lost by the public on the street or any other way?—I have not given that question consideration, Mr. Lough, and it is a question which needs a little thought before one answers it; I should not care to answer it quite offhand.

5899. Now we come to the divisional inspection; we have already had inspectors examined, and I believe there are six inspectors?—I believe there are.

5900. You have given us 2,025*l.* as the annual cost of that?—Yes.

5901. Is there any charge in that, except practically the salaries of those six officers?—There are more than six inspectors.

5902. Perhaps they may have assistants?—Yes, there are six constables in addition. There is no item in that 2,025*l.* beyond the pay of the man, the charge for his clothes which we allow him, the charge for medical attendance, and the commuted rate for his pension, which goes into the pension fund—nothing else.

5903. (*Mr. John Burns.*) Do these inspectors pay into the pension fund the same as other constables do?—Certainly.

5904. The amount per week, please?—It is 2 per cent. upon their pay.

5905. (*Mr. Lough.*) The third head of expense, you said, was civil staff and yard space?—Yes.

5906. What did you mean by "yard space"?—Well, sir, I am glad of an opportunity of explaining about that, because I did not give it in my evidence, but when we were building New Scotland Yard we had to take into consideration the necessity which arose for providing a space for the large number of cabs which necessarily have to come up the yard from time to time, either for renewal of the drivers' licences or for other purposes, and the absolute yard space which I have there is 7,076 square feet, and we have not made any extra charge against the hackney carriages in respect of that sum. I have treated the office as a whole, and have merely charged the hackney carriages with one-twentieth of the whole expenditure, but as a matter of fact I ought to have charged the hackney carriages with the whole expense of the cost of purchasing—the sinking fund you know—the 7,076 feet which we bought for that.

5907. (*Mr. John Burns.*) Has the Receiver's office ever contemplated increasing the yard space in the direction of giving access to cabs and other vehicles that go to Scotland Yard with lost property and for other purposes from Parliament Street; have you ever contemplated widening the street from the Parliament Street side?—That would be a London County Council improvement.

5908. Have you ever contemplated the necessity of doing it?—No, we had communications with the Metropolitan Board of Works about it, and they said there was no necessity for any improvement there.

5909. Do you consider, as Receiver, that for hackney carriage purposes there should be a wider approach from Parliament Street than there now is?—I have not heard of any inconvenience.

5910. But do you think the approach in keeping with the character of your new building?—I do not know; it is not a very fine approach, is it?

5911. (*Mr. Lough.*) Now, those various expenses that you put down in your account as desirable to obtain, if possible, from the cab licence revenue, are they undertaken in the interests of the cabmen or of the public?—I suppose to a considerable extent they are undertaken in the interests of the public.

5912. Can you give me any other example, in your management of Scotland Yard, of a case in which you try to exact out of a particular trade the cost of that protection which you have to give the general public in connexion with the trade?—Oh, yes, a similar remark would apply as regards chimney sweepers or pedlars.

5913. Take chimney sweepers?—They are obliged to obtain licences, and pay fees for those licences.

5914. And hawkers?—Not hawkers, pedlars.

5915. Is there any other case that you can give just now?—Not off-hand.

5916. I mean, you do a great deal for shopkeepers in the preservation of order, and helping to keep order?—That is a police duty. Of course everything which is a police duty we must do, without any charge to anybody; if it is a police duty—the preservation of the peace.

5917. You do not think this is a police duty?—This is not necessarily a police duty, because it could be performed by other people, not police officers; in fact, as a matter of fact, before this Act of 1869 came into force the attendants at hackney carriage standings were not police officers. I daresay you remember, they were a curious class.

5918. (*Chairman.*) Whom were they under, Mr. Receiver, then?—They were under the Metropolitan Police. I find before this Act was passed we had 219 people who were employed exclusively at these hackney carriage standings. They were all very old and decrepid, sir.

5919. (*Mr. John Burns.*) But were not many of those a remnant of the superannuated "Charlies," before the police came?—I am not aware what they were.

5920. (*Mr. Hopwood.*) Watermen?—Watermen, yes.

5921. (*Mr. Lough.*) You have spoken of attendants at the cab stands; these police that you have spoken of, these 378 constables, are they attendants?—That is one of the questions, I think, probably, you would like to put to the Commissioner, what they do absolutely at the cab stands.

5922. At any rate, three-quarters of the total sum of the accounts that you have given us consist of this one item of the part of the expenses of 378 police constables?—Yes, the greater expense in connexion with the service is on account of the police engaged at hackney carriage standings.

5923. And you prefer to say nothing about their duties. You would like us to ask the Commissioner the duties of those people?—The Commissioner has desired me to say that he would afford you every information as to what their duties are, what number he employs, and why he employs them.

5924. You do not want us to ask you any questions on the policy of charging that 26,000*l.* to that account; have you anything to say to that, or would you rather we talked to the Commissioner about it?—Do you mind explaining your question a little more; I will answer any questions I can. What do you call this policy?

5925. It is in pursuance of what I asked you a moment ago; do you not think these 378 constables are as much employed in the interests of the public as any other constable in the force?—A policeman is a policeman always, and therefore, probably, one might say they are engaged in the interests of the public in maintaining order, but that really is a question which the Commissioner ought to answer rather than I; I can only express my own individual opinion, not an official opinion upon it.

5926. (*Mr. John Burns.*) With the exception of the surveyors, and your technical civil staff, all the others are policemen?—Yes.

5927. Are policemen who are mainly selected for physical reasons in your opinion the best class of person for civil service and purely clerical department work so far, might I put it, as cabs are concerned?—They are most efficient clerks, and I should say they are cheaper than civil servants.

5928. How many of them write shorthand?—I cannot say; they are not under me, they are under the Commissioner.

5929. You say that they are efficient enough?—You will, perhaps, ask the Commissioner; they are so entirely under him.

5930. What sum, if any, of the money you receive is diverted to local purposes, either in the shape of profit, if there is any, or deficit to be incurred by local or Imperial authority; you do not make any profit at all now?—Upon those figures which I have placed before you there has been no profit for the last two years.

5931. But previously?—There was a small profit.

5932. Where did that go to?—It went into the Metropolitan Police Fund and was treated as part of the Metropolitan Police Fund.

5933-4. But none of the profit when it was made went to any authority for metropolitan purposes other than the police force?—Other than the police force, yes.

5935. (*Mr. Lough.*) On that question, Mr. Burns, I cannot see how there ever could have been a profit, when you charge in this the cost of the police?—Oh, there was a profit, a very slight profit.

5936. (*Mr. John Burns.*) Yes, in this way; you get the profit on the total by including the stage carriages?—Yes.

5937. But you never had a profit when you separated the stage carriages?—No, there was no profit.

5938. There never was a profit for the last five years on hackney carriages?—Not for the last five years on the hackney carriages.

5939. Have you ever heard, Mr. Receiver, as to subordinate officials in your inspection branch ever receiving

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bribes from cabmasters who wanted to pass inferior cabs?—I have never heard a word about that.

5940-1. You have no knowledge of it?—No.

5942. Do you believe such a system has existed?—Practically, Mr. Burns asks me whether a policeman is capable of receiving a bribe.

5943-5. No; what I said was this: Have you heard of cabmasters bribing some of the subordinate officials?—I have never heard of such a thing.

5946-7. Do you believe that such a system exists?—No, sir; certainly not.

5948. You do not believe that under the present system of inspection it is possible, do you?—If you ask me that; I believe everything is possible; I believe that we are all human, and that everybody is liable to temptation, whether it is a policeman or whether it is a civilian.

5949. A new rendering of the old story that every man has his price?—I did not say that, but you ask me whether it is possible, and I will certainly not say it is not possible.

5950. You say that water posts are restricted to cabs?*—Yes.

5951. Do you consider that fair to the general horse traffic?—At the present moment the expense is defrayed entirely out of this revenue, and on that ground we consider it only right that if the proprietors pay the whole cost of these posts, and the whole of the cost of the water, we should not allow other people who do not contribute to the expense to have the advantage of the posts.

5952. But is this exclusive possession, so to speak, of the water posts and standings rigidly enforced?—It should be rigidly enforced. There is an order of the Commissioner which requires a police constable, if he sees any other person drawing water from a hackney carriage water post, to warn that person, and to draw attention to the fact; they do so in the interests also of the water companies.

5953. But let us put this case to you, which frequently happens in the streets of London. Suppose a horse is suddenly seized in June or July with the staggers, to cure which half a dozen or a dozen buckets of water are thrown over the horse's head—that is the primitive remedy for it—would a policeman be censured if he allowed the use of the buckets at the water posts?—Oh, no; the Commissioner is most reasonable in these terms. I may explain, Mr. Burns, that it is really the water companies who take exception more than the police. They fix a charge for use of the water posts, on the assumption that you are only going to use the water for hackney carriages or stage carriages. If you are going to use it for all the railway waggons and other traffic, then we must very materially increase our charge for the water, because the consumption will be so much larger, and then we feel that we could not possibly allow that increased charge to be paid out of the hackney carriage money.

5954. You do not think that the hearts of the water companies would harden if they knew that a horse which had staggers was being treated in that way?—We had a difficulty with the water companies two years ago, when you remember all the troughs were closed on account of glanders, and then I asked the water companies whether they would allow us to let anybody draw water from the posts, subject to certain restrictions, and they did; for three months they gave us permission to let any person draw water, and subsequently to that the London County Council have had communication with me unofficially upon the subject.

5955. Have you ever considered whether the watering of cab horses and the general manual attendance at the posts and standings could be more efficiently or more economically discharged by persons other than the police. I take this on the matter of cost, because it affects your department?—In order to enable one to answer that question I should have really to know what proportion of a man's time the Commissioner considers is police duty and what he considers hackney carriage duty.

5956. Very well, we will ask the Commissioner then?—Yes.

5957. Have you ever considered, in connexion with your office, the single point system as against the trough system?—Oh, yes.

5958. Has the liability to contagion ever been brought before you in connexion with your department?—Certainly.

5959. Have you formed any views about it?—It was brought before us some years ago, when we used to have wooden pails, and they were considered objectionable on that ground, of being liable to give contagion; we therefore abolished wooden pails, and brought in these galvanised iron pails, and there have been no complaints recently.

5960. Can you tell us what happens when the policeman who holds the key of the post of the standing is called away, say either to a fire or to a disturbance, necessitating his absence for a couple of hours—what happens to the horses in the interval?—Every cabman is allowed to have a key.

5961. A duplicate key?—And we encourage their having them, and I absolutely have a very large number now in stock to provide hackney carriage drivers with.

5962. (*Mr. Lough.*) Do you charge for them?—And our only regret is that they have not got them. What we do is this: if a cabman has got a key which does not fit the post, we have authorised him to get it exchanged at any police station for one that does fit the post, and we are very anxious indeed that they should exchange them, and that they should have proper fitting keys, and if every cabman had a proper key I think we should be very glad.

5963. (*Mr. Hopwood.*) What is the position—I think we should have put it upon the notes—the financial position as to the payment of the Metropolitan Police; as I understand it, the Metropolitan Police are paid out of what is known as the Metropolitan Police Fund?—Yes.

5964. Is that a fund created by Act of Parliament?—Yes.

5965. Would you give us the Act?—10 George IV. c. 44.

5966. Then the hackney carriage revenue is paid to the Metropolitan Police Fund under the Hackney Carriage Act of 1869?—Yes.

5967. And the sums for the licences are fixed by the Secretary of State's Order, Mr. Secretary Bruce's Order of the 10th March 1871?—Of the 10th March 1871, yes.

5968. As I understand it, you carry the revenue from the Hackney Carriage service *en bloc* into the accounts of the Metropolitan Police Fund?—Yes.

5969. Do you present the accounts of the Metropolitan Police Fund to Parliament?—Yes.

5970. They are published in the usual way?—Yes.

5971. Do those accounts show on the face of them the exact revenue from the hackney carriage service, and the estimated expenditure for the year?—The accounts presented to Parliament show the amounts received from proprietors, drivers, and conductors of public carriages for licences under the Metropolitan Public Carriage Act of 1869, and on the expenditure side we show expenses incurred under the Public Carriage Act of 1869 exclusive of the salaries and the fees, expenses and pay of the police employed in carrying out the provisions of the Act.

5972. So that upon the face of the accounts presented to Parliament it would appear that there is a large profit from the hackney carriage licences and that that profit is carried to the Metropolitan Police Fund?—Yes, on the face of the account as presented to Parliament, it would appear that there was a large cash profit; and in order that there might be no misconception about it, I have for the last eight or nine years put in these words: "That it is exclusive of salaries, office "rent, and other estimated expenses."

5973. Then there are no moneys voted by Parliament for this special service at all?—No.

5974. The only moneys voted by Parliament in the strict sense of the term would be the salary of the Commissioner, and possibly your own salary?—The Commissioner, and the Assistant Commissioners, and my own salary, 4,300*l.* a year.

5975. So that you would, therefore, feel that you are right in excluding from the hackney carriage account

* *See* 5573-4, 5860-3. The water posts are available for the use of omnibus horses as well as *cab* horses, but it is a matter of fact the former seldom use the water. The omnibus companies send out their horses from the yard for a stated journey and they are watered on their return, but during very *hot* weather the companies occasionally arrange to have a man at some convenient post who gives the horses a sip en route, generally with oatmeal. It is quite the exception for any water to be used by an omnibus proprietor, but he has a perfect right to do so if he chooses. I therefore think that the whole cost may fairly be charged to cabs as the use made of the posts by the 'busses is so infinitesimal. —A. R. P.

any apportionment of those salaries?—Well, the amount would be infinitesimal.

5976. Would it commend itself to you to make a separate annual statement of accounts for the cab service and the omnibus service, showing the receipts under each head and the expenditure under each head, for the purpose of presentation to Parliament?—That used to be done, before the passing of the Act of 1869, in the earlier accounts which I can show you here; a separate account was presented to Parliament of the receipts and expenses for public carriages.

5977. (*Chairman.*) What profit do they show?—412*l.* 10*s.* In those years the system was entirely different, because the Inland Revenue took all the fees, and they paid us the sum of 12,100*l.* a year, out of which we paid the expenses of the superintendent officer, the veterinary surgeon, and the attendants upon cabs. There were 215 I think at that time.

5978. (*Mr. Lough.*) How many cabs had you?—I can give you the number of cabs that we had at that time if you like. We had at that time 7,300 hackney carriages, 1,500 stage carriages, 9,800 drivers of hackney carriages, and 4,500 conductors and drivers of stage carriages, and the revenue, if it had been calculated upon the same basis as it is calculated upon now, would have been 20,775*l.*

5979. (*Mr. Hopwood.*) Then do I understand that the 12,100*l.* which was formerly received from the Inland Revenue was a fixed sum of money for the purpose of meeting the police expenses?—It was, sir, it was a fixed sum every year.

5980. Then, will you tell us why the form of account which was adopted down to the year 1869 was departed from?—I think it must have been on account of the provision of the Act 32 & 33 Vict. c. 113., which says that the money is to be carried to the account of the Metropolitan Police Fund, and which does not require any separate account to be kept.

5981. Will you be good enough to put in an account in the old form for the last year in which it was in existence?—I will put in a copy of the account in the old form for the last complete year.*

5982. Showing ——?—The receipt from the Inland Revenue Department, and I can also give you the number of licences of cabs licensed in that year.

5983. Now, as matter of fact, was not the old form of account abandoned, and the new form of account adopted, in order that the Metropolitan Police Fund might benefit from the large sum which is received for licences?—I have never heard that said; I have never heard that view put forward.

5984. Was not the effect of the abandonment of the old form of account to give the Metropolitan Police Fund the benefit of sums of money which they did not receive up to that time?—To a certain extent it was so; I have just pointed out that the revenue then would be about 20,000*l.*, and the expenditure came to 17,000*l.*, but the expenditure was at once very much increased on account of the Police Commissioner immediately having pensioned off or got rid of those old attendants, who were found very unsuitable, and having substituted metropolitan policemen, and therefore I do not think at the very earliest stages there was a great margin of profit from the year 1869; I should think not.

5985. But upon the figures of the present day, assuming that the expenses are anything like the amount they were in 1869, is it not a fact that the Metropolitan Police are making a profit out of the hackney carriages of about 15,000*l.* a year?—Now?

5986. Yes, I mean a profit beyond that which they made upon the ratio of the figures of 1869?—I do not know that I quite catch the purport of the question.

5987. I will try and make my meaning plain; as I understand it, the receipts are now about 35,000*l.* a year?—Yes.

5988. In 1869, they were about 17,000*l.*?—The receipts which I got in 1869 were 12,100*l.*, because you will notice that that other item there, which comes to about 4,830*l.*, was the drivers' and conductors' licences, and that money was paid over to the Inland Revenue; it appears on both sides of the account.

5989. Then, to begin with, there is a difference there of between 35,000*l.* and 12,000*l.*?—In the amount which we received, we received in 1868 12,000*l.*; we receive now 35,000*l.*

5990. Then does not the Metropolitan Police Fund get the benefit of a very large sum of money now which they would not have received upon the old basis of account?—We receive considerably more money now than we did receive in 1868.

5991. You credit yourselves, in fact, with a large sum of money upon the plea—which may be a good one, I do not say it is not—that the Metropolitan Police perform various services for the benefit of the cab trade, which were not included in the account of 1869?—That is not the argument which I put forward.

5992. Then what is the argument that you put forward?—I say we credit ourselves with the 35,000*l.* now because an Act of Parliament has distinctly stated that it is to be carried to the Metropolitan Police Fund.

5993. It does not say how it is to be carried to the fund; do you hold that the terms of the Act of Parliament compel you to swamp the entire hackney carriage receipts in the Metropolitan Police Fund?—It compels us to swamp—to use your own expression—the whole of the fees the Secretary of State fixes. He can fix the amount, subject to a limit, but whatever he fixes, I am obliged to carry the amount to the Metropolitan Police Fund; he need not fix 2*l.*, he may fix 1*l.* each.

5994. But still you contend that, under the terms of the Act of 1869, you are obliged to carry the cab-plate revenue to the Metropolitan Police Fund *en bloc*, and are not permitted to keep a separate account of it?—I think that was the intention of the Act.

5995. That it should be carried *en bloc*?—I think so, because the Act would have specified otherwise that we were to keep a separate account.

5996. I only want to have your answer upon it?—The Act does not specify that we are to keep a separate account.

5997. Will you put it as high as this, that you feel, in consequence of the Act of 1869, it is not open to you to return to the old form of account?—Yes.

5998. But at the same time you are prepared to admit that, from the business point of view, the keeping of a separate account would be plainer and clearer than merging the cab plate revenue in the Metropolitan Police Fund account?—I am very anxious to state our accounts in the clearest possible way to Parliament and to the ratepayers generally, so that they may have the fullest information, and of course your question really raises a very large question as to whether these fees which are mentioned here were simply intended to cover the expenses which we could legitimately put against them, or whether they were to be taken in as revenue to the Metropolitan Police Fund.

5999. I did not intend to convey an impression which would draw an answer of that kind; I was entirely upon the form of the accounts. I am admitting to you, for the sake of argument, that you are obliged to swamp the cab-plate revenue in the Police Fund accounts in consequence of the terms of the Act of Parliament; but I ask you, as an accounting officer, whether you do not agree with me that, from the mercantile point of view, it would be much better to have a separate account of the cab-plate revenue, showing exactly what the receipts are and what the expenditure; of course, some of the expenditure upon an estimated basis?—I should answer that in the affirmative if the Secretary of State were to say that this particular fee was merely meant to cover the expenses chargeable against the revenue; then I should say undoubtedly it would be a more businesslike matter to keep a separate account, but I cannot undertake to say what the view of the Secretary of State is upon this matter.

6000. I am not in the slightest degree reflecting upon the accounts; I am simply thinking of the future. One question more and I have done. With your judgment and the experience you have had of the office, are the charges to cab proprietors and cab drivers under the Secretary of State's Order fair and reasonable in return for the services which are rendered by Scotland Yard?—I think they are fair and reasonable if we can show that the expenditure which we incur approximates anywhere near to the revenue which is derived, and there is no reason why this particular service should be carried on at a loss.

* *See* Appendix II. 11

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6001. But from your experience you must be able to express an opinion whether the charges for licences, and so on, are in themselves fair and reasonable charges for the work done?—I should say that a charge of 2*l.* for a stage carriage licence is a reasonable charge.

6002. And you think that the metropolitan cab service and the public get a good *quid pro quo* out of the authorities for the amount which is paid for the cab-plate revenue?—I should think they do.

6003. (*Chairman.*) Only one question more. Were not the fees once much larger than they are now, Mr. Receiver?—Prior to the Act of 1869 the fees were very much higher than they are now. Before the Act of 1869, when the Inland Revenue paid me that 12,100*l.*, there was a hackney carriage duty, which was a guinea; and there also a wheel tax, which was 1*s.* a day, which came to 18*l.* 5*s.*, and therefore the Inland Revenue got altogether 19*l.* 6*s.* from each hackney carriage.

6004. (*Mr. John Burns.*) As against 2*l.* 5*s.* now?—As against 2*l.* 15*s.* now; the Revenue made a profit.

6005. Do you consider if the sum of 2*l.* was reduced, and the limitation of licences were not enforced, it would act as an incentive to increase the number of cabs; do you think it would have any effect one way or the other. Put it this way: do you think that a reduction in the sum paid for licences by the cab trade to Scotland Yard would have any appreciable effect one way or the other in increasing or reducing the number of applicants for licences?—I should think not; in all these matters of course there are the ordinary laws of supply and demand, and I imagine that if we were to reduce the fee of 2*l.* to any lesser sum it would not appreciably increase the number of cabs upon the streets. That is a matter of personal opinion. It is not an official opinion.

The witness withdrew.

Mr. Moses Smith called in and examined.

Mr. M. Smith.

6006. (*Chairman.*) You are a cab proprietor?—Yes, sir.

6007. How many cabs have you got, Mr. Smith?—I work about 40 cabs; I let a quantity of cabs.

6008. I think you may assume that we know by this time a good deal about the law?—Yes, sir.

6009. And a good deal about the practice and the way in which cabs are managed and let?—Yes, sir.

6010. We should be able to take your evidence very shortly, rather going upon the points which you think are wrong and upon which you think suggestions or corrections might be made?—Yes, sir.

6011. Have you any suggestion to make as to anything that you think might be altered?—On what subjects?

6012. Generally speaking as affecting the proprietors' interests and the interests of the men, and the public?—There are several things.

6013. Would you please deal with them one after the other shortly; what you think are hardships, or what you think ought to be altered?—I think the jurisdiction of the police courts.

6014. How would you change it; what objection have you to it?—So far as the cab interest is concerned, I do not think the cases ought to be tried at the police court; as far as the police courts generally are concerned, I object to them altogether. I think litigants in the police court ought to be treated as they are in the superior courts, and not as they are in the police courts, where they are shoved in at one door and put out at another; silenced, not allowed to speak, and compelled to sit down with a female with black eyes, whose clothes smell most offensively; they are not allowed to speak, the magistrate snaps you up if you make an application, you cannot get one quarter heard.

6015. You think they ought to take a great deal longer over their cases?—I think the Marylebone Police Court magistrate ought not to reside in Brighton and come at 11 o'clock instead of 10, and then hear 24 applications in 16 minutes, as I have heard him do. I think it wrong. I have sat and listened, and he has been wrong in law in two cases when he heard 24 applications in 16 minutes.

6016. In those cases were there no appeals?—No, sir, the persons making the applications were poor people, and what I complain of is that they are not properly listened to.

6017. You complain that the magistrates do not listen to cab cases?—That they do not listen to cab cases. They are too hurriedly disposed of; they ought to be more listened to; to dispose of 24 cases in 16 minutes is unreasonable.

6018. That depends on the nature of the applications. I will ask you whether 24 applications are not sometimes disposed of in 16 minutes in the Court of Chancery?—I have not been in the Court of Chancery.

6019. You are not able to say?—No, sir.

6020. You have no suggestion as to the court you would like?—I think they ought to have cab cases dealt with by the licensing authorities; there are many cases of proprietor against the driver and driver against the proprietor which there is no law to deal with.

6021. Would you be in favour of putting into the hands of the police the licensing authorities powers to decide questions?—Yes.

6022. And powers even to fine?—Yes, I think so. There are many things between driver and proprietor and between driver and the public and between proprietor and the public that in my judgment cannot be satisfactorily dealt with in police courts.

6023. I think you have got here a note of unlimited liability as to lost luggage?—I have, sir.

6024. What is the grievance there?—I do not think, sir, that my fares being fixed by Act of Parliament, I ought to be liable to be sued for one or more thousand pounds.

6025. What limitation do you think ought to be put on?—I think 40*l.* or 50*l.* limitation ought to be put on.

6026. That is a higher limit you are offering than the railway companies have, is it not?—You see we have had to pay such very heavy claims. We frequently get sued for a sum of 100*l.* and this amount would have been 20*l.*, but the persons suing us know that we must either pay 150*l.* costs and submit to a verdict of 20*l.* or give 100*l.* as the starting point; therefore we are between two fires.

6027. Have you anything to say about the Society for the Prevention of Cruelty to Animals?—Yes, sir.

6028. What do you think of them?—I think they are a persecuting society. They persecute the horse owners most shamefully; I have known of many of their cases. I never knew of a case but what there was gross perjury committed by some of the officers.

6029. By the inspectors?—I have pointed that out to them; I have personally informed young Mr. Colam of it.

6030. Do you know as a fact whether they obtain their promotion, or whether their promotion takes place on account of successful prosecution?—I do not, sir.

6031. What is the dress they go about in; is it like the police in any way?—In some cases uniform, but in other cases private clothes.

6032. When they are not in uniform?—They have the appearance of country livery stable keepers or persons out of the army.

6033. You apparently seem to think that the prosecutions for cruelty to animals ought to be in the hands of the ordinary authorities?—I think cab proprietors ought only to be prosecuted by the police; it is monstrous that our horses should be allowed to ply on the cab stands and presumably pass a constable every day, and yet be subject to be stopped by one of those men. When the case is put before the court it is supported by one of the most disreputable veterinary surgeons they can get hold of. They generally employ the same man; he is frequently to be seen riding about with the officers on the tops of 'busses. It is really he who points out the cases to the officers. There are other persons in the business who never get prosecuted; they can be seen on an evening in certain public-houses with

the veterinary surgeons drinking together. I am prepared to prove all that I say. I can also cite cases where people have given the officers of the Royal Society for the Prevention of Cruelty of Animals money; I could give you the names and addresses of people who have given them money to stay prosecutions.

6034. People who have given money to the officers of the Society to stay prosecutions?—Yes, sir; I can call witnesses at my own office before you who can tell you the monstrous statements they have made in order to patch up their cases and get evidence. They are cruel persecutions we suffer at their hands.

6035. I should like in connexion with that to ask you another question. It is said that in the licensing of cabs bribes, or something in the nature of bribes, are occasionally offered to the police. Have you any knowledge of that, of your own knowledge or by hearsay—I am speaking of the police proper now?—Such was the case 30 years ago, in fact, then it was not possible to get a cab licensed without, but for many years that has not been in existence, not for many years.

6036. We are much obliged to you for telling us what was, but tell us what is; do you know of any case?—No, sir, I do not. I build cabs and let cabs, and send cabs into my own district; I have never seen any inspector except the Marlborough one.

6037. Have you heard or do you know any case of giving, say, half-a-crown, to the man who nails the plate on?—No, I do not.

6038. Have you ever done that?—No, sir.

6039. Or anybody you know?—No, sir; in no case whatever. Thirty years ago I have done it in common with other people; it was a common thing.

6040. Have you heard it said by persons in the trade that it is done?—I have not heard it said for 15 or 20 years.

6041. But years ago it was?—I have done it myself; 25 or 30 years ago you could not get cabs passed without doing it.

6042. What has caused that change—a change in the police or what?—The inspector of our district was in the habit of doing so and he got found out and discharged; then the practice came to an end, and I do not think you could insult the police more than by offering them bribes.

6043. You think they would not take it?—No, they never approached anything of that sort with me.

6044. (*Mr. Hopwood.*) Can you give us the year in which he was found out?—It was 25 years ago, the inspector's name was Brooks; he was the son of one of the officials at Scotland Yard.

6045. (*Chairman.*) There are some exorbitant charges by keepers of green yards; what is a green yard?—A pound, sir.

6046. For what purpose?—Putting a horse in in any case in which the driver is charged with cruelty. They are used for no other purpose, but they are used in every case where the Royal Society for the Prevention of Cruelty to Animals have a prosecution.

6047. Where are these green yards; how many of them are there in London?—There is one green yard for each station house, sir.

6048. (*Mr. John Burns.*) For each division?—For each division.

6049. (*Chairman.*) Of the Society's people?—Sometimes there is more than one police station house.

6050. Why is it called a green yard?—That is the name by which it is known, sir.

6051. Are there some charges made by the keepers of these yards?—Some of these yards are appointed by the Commissioner of Police, and then there is a fixed charge of 1*s.* 6*d.* Some of them are not appointed by the Commissioner of Police, and there is a charge of about 7*s.* 6*d.*—6*s.* and 7*s.* 6*d.*

6052. How does a person become liable to pay that charge?—The horse is impounded and you cannot get it without that payment.

6053. Who is it exacts that payment?—The payment of the green yard is made in the presence of the police.

6054. But by what legal right does a person take your horse and put it into a yard and then charge you for keeping it there?—It is put there by the police.

6055. Are those sums sanctioned by the police—7*s.*?—Where the police have not appointed a green yard they put it in where they can, then the proprietor is charged 6*s.* or 7*s.*; it used to be 7*s.* 6*d.*

6056. Do you think if that question were tried before a local tribunal, a county court we will say, that the judge would say they were only to charge a reasonable sum?—I took the case to a county court 20 years back, and the judge decided that as they had all sorts of diseased animals in green yards, the sum was reasonable as the store might require to be lime-washed out and sundry other things.

6057. That was held reasonable?—That was held reasonable. In one case a 'bus proprietor refused to pay the charges and they retained his harness, and they have it to-day; he has never had his harness.

6058. That old decision being a legal decision has probably governed ever since?—Yes, sir; then we come before sympathetic magistrates; they order a horse a rest for a month; during that month the horse's teeth are resting as well as its limbs, as they have very little food and very little attention; sometimes they are retained in the green yard for a week.

6059. Who pays?—The proprietor has to pay for that.

6060. While they are getting a rest?—Yes, what a magistrate is pleased to call a rest.

6061. What is it?—7*s.* 6*d.* or 6*s.* a day; you can take a horse into a livery stable in Bond Street or Regent Street for 3*s.* 6*d.* or 4*s.* a day, and it will be well attended to. I have had a lot of communication with the police on the matter.

6062-3. I suppose in truth that the number of horses sent to these green yards in London in the course of the year is not very large?—Some green yards have two or three every morning, and where they exact these large sums they are in the habit of giving a fee of 1*s.*, the green yard keeper informs me, to the people who bring the horse in.

6064. The man who brings the horse in, and who has taken it for alleged cruelty, for instance?—We do not get our horses impounded for anything else, in every other case we are telegraphed to and we go and fetch the cab and horse home.

6065. It is under the Cruelty to Animals Impounding Clause?—I know of no clause, only this, wishing to secure a conviction. These people will practice great cruelty; for instance, we have a piece of cloth, sir, tight over the joint of the horse's leg, so that he should not hurt his leg if he struck it; that is termed a Yorkshire pad; supposing that horse is out in the green yard, they leave the Yorkshire pad on all night, and the next morning, when we go into the yard, the horse's leg is very much swollen and inflamed. They point that out to the magistrate as a great act of cruelty.

6066. (*Mr. John Burns.*) When it is due to their own neglect?—They purposely keep it on all night.

6067. (*Chairman.*) Can you produce a case of that kind?—I can produce a man who will swear that he had it done to his horse; I can produce witnesses to prove everything that I have said here.

6068. (*Mr. John Burns.*) In the case of the Yorkshire pad, which is the technical term for that form of bandage, the owner himself would have taken it off at night?—Yes, the owner would have taken it off.

6069. Would he take off an india-rubber ring as well?—There is not so much importance attaching to the india-rubber ring; we should slip it down to the small part of the leg.

6070. (*Chairman.*) You have complained that the police do not allow a cab driver, if charged with drunkennesss, to be seen by a doctor?—I have, sir.

6071. Tell us please?—I have a man of the name of Brown, who was in a very bad state of health; I had a telegram to say he was charged with drunkenness at Church Yards Road, Pimlico Police Station.

6072. At what time did that telegram come?—In the daytime; I attended there and asked the inspector if Brown had had a doctor. He said he had not sent for the divisional surgeon, and he declined to do so. After a long altercation he allowed me to bail the man; I put him in his cab and drove him to the divisional surgeon.

6073. The divisional surgeon of the police?—The division surgeon of the police, sir; I thought he was the most proper body to go to. The divisional surgeon

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was satisfied that the man was not suffering from drink not having had any for some few days, I paid 2*s.* 6*d.* for the examination, I paid 7*s.* 6*d.* the next morning to get the doctor to attend at Rochester Row, I had very great difficulty to get him to go, he thought it was not necessary and he objected to go and give evidence against the police. I attended there myself and gave evidence; I explained to the magistrate that I thought it was a case in which any person might mistake the condition of the driver for drunkenness.

6074. What was the matter with the driver that might be mistaken for drunkenness?—He had a slight stroke and was unsuitable to drive a cab, but still I thought it was a very proper case where a man ought to have seen the doctor, especially as I offered to pay the doctor's fees. That matter was before this office, but nothing was done in it.

6075. At all events you think it fair to say that it was something that an experienced person might mistake for drunkenness?—Yes.

6076. What you complain of is that a doctor was not allowed to see him?—Yes, especially after his proprietor had gone a distance of 3 miles to request a doctor to see him; I also think that any qualified man on the medical list ought to be allowed to see a prisoner, and that he ought not to be put to the expense of 7*s.* 6*d.*; you might get as many doctors as you liked for 2*s.* 6*d.*

6077. You mean to come and give evidence?—No, sir, to attend the man in the police station to say whether he is drunk or not.

6078. You are aware there are certain provisions in existence for the attendance of a doctor when a person is taken to the police station?—Only the divisional surgeon.

6079. Calling him is discretional?—And only at the expense of 7*s.* 6*d.*

6080. Not if they cannot pay it?—That is always included next morning in the charges. I think a doctor ought to be seen at a usual doctor's fee, that is my meaning.

6081. (*Mr. Lough.*) Are you in favour of the privilege system at the railways?—No, sir, indeed I am not.

6082. Do you think the railways would be well supplied with cabs if they did not make these privilege arrangements with the proprietors?—I am sure they would; they would not be supplied now, if it were not for outside proprietors, when there are excursion trains in the autumn, the privilege is no use at all.

6083. You think the privileges ought to be done away with entirely?—I do indeed.

6084. And the stations should be opened?—Yes, I have done my best to do away with them since I have been in the business.

6085. The South-Western Railway Company have a special system?—I used it when I drove a cab.

6086. Do you approve of it?—I do.

6087. Do you think the drivers ought to pay a penny when they go in?—I think they ought not to pay anything, but I would not object to paying a penny in the first instance.

6088. The great evil is making the arrangement with the proprietor instead of with the drivers?—Yes, sir, my opinion is this that the cab interest have tolls exacted from them by the various railway companies amounting to about 10,000*l.* a year. Then in addition to that we suffer an injury to the extent of about 100,000*l.* a year, therefore we suffer a matter of about 110,000*l.* a year through the railway system, and if that 110,000*l.* were saved to our industry we could either give the public a better article or let out cabs at a cheaper rate to the drivers.

6089. (*Mr. John Burns.*) Or employ more men?—Or we could employ more men.

6090. (*Mr. Lough.*) Do you know the railway bus?—Yes; I think that is a benefit to the public, sir.

6091. Do you approve of the railway bus?—I am afraid we cannot stop anything that is a benefit to the public.

6092. Do you approve of the licensing those 'busses?—I think it would be a great injury to the cab trade if those 'busses were licensed.

6093. So you would make no alteration in the present system of the railway companies' small omnibuses?—Except this, that the company ought not to allow those 'busses in the way they now allow them; they break the law by having these ready horsed and harnessed and with a driver waiting for the train to arrive. That is a thing I am not allowed to do; I am allowed to let a private carriage, but it must be ordered from me; I am not allowed to have a horse in the carriage and the driver mounted and waiting for the fare.

6094. Do you think there are too many cabs?—Yes, I do, sir.

6095–6. Do you know how many there are?—11,000 or 12,000.

6097. What number do you think would be sufficient?—Well, it is very possible that 2,000 or 3,000 less would be sufficient.

6098. And the number of men, you think, might be reduced perhaps in proportion?—I do not think so, sir; I have always thought there was a great scarcity of men; we have not been able to find men for our cabs, even since the strike terminated. We had not sufficient men yesterday.

6099. What system do you let your cabs on? Are they double-shift cabs or one man and one horse?—The majority of them is one man and one horse; all the four-wheeled cabs are one man and one horse.

6100. Do you let out the same cab again to another man?—No, sir; the men have an exclusive right to cab and horse.

6101. How many hours a day is your cab and horse out?—12 hours.

6102. Do you let him keep out the same horse 12 hours?—I do not trouble about the hours so long as the man is kind to his horse. For a horse improperly treated I find four or five hours too long; on the other hand, I find, if a horse is properly cared for and treated, 12 or 14 hours might not hurt it.

6103. Do you find a horse would be able to stand 12 hours a day for five or six days in the week?—Yes, sir.

6104. And your general system is one cab and one horse to one man?—That applies to all the four-wheeled cabs and to about three hansoms; we have to apply it to hansoms where you have a man aged or sick.

6105. What hours on an average do you think drivers work. I do not mean one-horse drivers, but the general average?—15 or 16 hours a day.

6106. Do you think it is right that they should work such long hours?—With two horses?

6107. With or without two horses?—I think a man driving a cab can work a few hours longer than a man in a shop. I have worked at both. A man in a shop sees nothing but the four walls and his companions, while a man on a cab is in the open air and sees a great variety of life.

6108. How many hours a day did you work when you were a cab driver?—I used to work about 12. I thought it long enough.

6109. Would you think a maximum of 12 as much as ought to be allowed?—No, I do not think that; some men like to work longer.

6110. (*Mr. John Burns.*) You told us at the commencement of your evidence that you owned 40 cabs?—Yes, sir.

6111. You said that you let a number of cabs?—Yes, sir.

6112. To whom do you let cabs?—To anybody who wants to hire a cab.

6113. In what way?—Some with plates on and some with plates off.

6114. Do you let cabs both with plates on and with plates off for purposes other than hackney carriage purposes?—Very seldom, sir. I should do so, but I very seldom do.

6115. Let me put it in this way: do you let any of your cabs to a man who in his turn lets them to a cab driver?—Yes, sir.

6116. Then you have in your possession what are known as sub-let cabs?—Yes, sir.

6117. On what basis are those cabs sub-let—Mr. Smith lets a cab to Mr. Brown for so much a day say?—A week, sir.

6118. So much a week?—Yes.

6119. Mr. Brown lets it to cab-driver Jones at so much per day?—Yes, sir.

6120–1. Why is that system adopted?—I am speaking of a cab without a horse.

6122. Why is that system adopted?—In some cases a man with three, four, five, or six cabs is having one re-painted, and he hires one while the other is being re-painted.

6123. You sub-let cabs only?—I sub-let cabs only.

6124. For plying for hire?—Yes, sir.

6125. And in those cases it is used less as a continuous means of carrying passengers than as a temporary means, as being a substitute for cabs that are laid up or are not running through some other reason?—Yes, sir; that is the chief of my lot, sir.

6126. Do you sub-let horses?—No; very rare indeed, a chance time.

6127. When you sub-let a cab how much do you charge for a four-wheeler?—15*s*.

6128. How much for a hansom?—11*s*. iron-tyred, 15*s*. rubber-tyred.

6129. Per week?—Yes.

6130. When you sub-let a horse for exceptional reasons, as you told me it was not general, what is the charge per week that you make?—Sometimes 10*s*., sir.

6131. For a week?—Yes.

6132. For a four-wheeler?—We seldom let a horse for a four-wheeler, a hansom generally; it just depends upon the season of the year.

6133. What do you charge for a hansom?—During the strike I let some horses at 1*l*. a week.

6134. That was an abnormal time?—Yes, sir.

6135. What was your usual charge?—About 10*s*., sir, is customary in the trade.

6136. Is sub-letting of cabs and horses general?—No, sir; cabs, not horses.

6137. Do you consider that it would tend to a bad class of vehicle and to bad treatment of the cab driver from the point of view of wages if the sub-letting of cabs and horses were generally practised?—No, I do not think it would. I think it would tend to the very bad treatment of the horses.

6138. Does not direct ownership of both cab and horse, and hiring by one person, conduce to the better treatment of a horse, better appearance of the cab, and better payment of the man generally?—No; better treatment of the horse in all cases.

6139. A better class of property?—No, I do not think that.

6140. But how does that third profit come in; it must come from somewhere; where does it come from?—I do not know that there is much profit.

6141. But you do not lose on the horses you sub-let, or the cabs you sub-let?—No, I was to explain to you, sir; a man who has got 50 cabs to let out can keep his cabs on a cheaper rate than a person holding one or two. For instance, I myself keep a staff of men with a large factory; I not only build cabs and let them, but I repair cabs for anybody who wants a cab built or paired. Cab hiring and letting is not much done. When a driver starts in business he frequently begins by hiring a cab, but he generally finishes by having a new vehicle on easy terms, frequently from the man he hires from. I had a case only yesterday of that sort.

6142. But you do think that sub-letting a horse would tend to cruelty and bad treatment?—It gets horses badly fed, and the horse is best under the proprietor's own care.

6143. Generally speaking, you condemn the privilege system?—I condemn it entirely; I cannot use language too strong to condemn the privilege system.

6144. In your experience is the supposed object of privilege secured, viz., a better class of driver and cab for railway stations?—It is utterly untrue; the drivers pass from one yard to another, from the privileged to the non-privileged, and they are neither better or worse.

6145. Are the privileged cabs, in class of superiority, better or worse?—Rather the worse of the two, where the companies will allow them to be.

6146. And the horses?—The horses are about the same—rather the worse of the two where the companies will allow them to be worked.

6147. You say the privilege system in slack times is not wanted in railway stations, and in busy times breaks down?—Yes, there are not cabs sufficient.

6148. And do you consider that if all yards were converted into non-privileged yards, and cabs were admitted as at Waterloo, that railway passengers would not be inconvenienced?—I am sure they would not.

6149. Do you contend as a cab proprietor that the horses and the men, and the cab property generally, would be improved, both in appearance and in comfort and in length of life of the horse, if many of the sheltered cab yards were thrown open to them as cab stands?—Yes, I am sure they would; we should be able to let out our things at a less charge; we should not have such an expense of maintenance.

6150. Is it your experience that outside privileged stations there is a congestion of traffic caused by cabs blocking the streets on purpose to get the surplus fares after the privileged cabs are exhausted?—That is so.

6151. At Victoria this morning?—At every station it can be seen at any time; in the autumn hundreds of cabs waiting.

6152. And not only in the autumn but on the occasion of race meetings and sports?—Just so, when people are returning to town.

6153. Privilege for a minority of railway passengers in cabs leads to inconvenience for the general public outside?—Yes.

6154. And in your opinion it would be an advantage all round, and no disadvantage to the railway company, if all stations were thrown open?—I am sure it would.

6155. Now we will come to the police courts. You complain of the present system of procedure at all London police courts on the ground that sufficient time is not given to each case, and the procedure generally is bad distinctly; is that so?—Yes, that is so.

6156. Have you ever noticed the attitude of some of the gaolers and constables to cabmen after they have been fined, and are on their way either to the rear of the court or to the cells?—I have not noticed particularly to cabmen, but their conduct is harsh towards every person.

6157. Have you ever seen them put their knees into a person's back?—No, I have not.

6158. Have you ever seen them take them by the scruff of the neck and hurry them down the passage?—I have seen them shove and blunder them about myself in common with other people.

6159. And you think the criminal associations of an ordinary police court are not conducive to the improvement of the *personnel* of the cab-driving industry?—No, I think that three-fourths of the offences in the cab trade might be dealt with otherwise.

6160. As in the City, in what is known as the Summons Court, where only street offences are taken?—No, I do not think that; I think they might be treated more as a police constable is who has done anything wrong; he is called before his superiors and dealt with.

6161. But as the number of cab cases would inconvenience the inspector at Scotland Yard, you would have no objection to a special court being instituted?—I think a special court ought to be at the head licensing quarters, whether at Scotland Yard or the London County Council. I think the proprietor or driver ought to be brought before it somewhat in the same way as you are brought before a county court judge, by filling up a form of summons and having two or three days' notice, instead of so many weeks.

6162. Coming from that, have you had much experience of the Royal Society for the Prevention of Cruelty to Animals' inspectors?—Yes.

6163. Do you consider them generally qualified men?—No.

6164. Do you consider them capricious in the exercise of their duty?—I do not quite understand the meaning of that word, sir.

6165. Well, capricious in the sense that they are actuated less by a desire to save the horses from suffer-

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ing cruelty than by a desire to show their knowledge—to play to a crowd?—Indeed I do.

6166. And to generally do everything excepting the right thing, viz., saving a horse from cruelty?—They care nothing whatever about it. All they care for is convictions and glowing reports for the public; they care nothing whatever about suppressing cruelty.

6167. You consider them partial and prejudiced?—I do.

6168. Do you consider that for contagious diseases purposes the local authority, whatever it be, whether it is at Richmond, or Twickenham, or in London, should have the supervision of horses, whilst in the police there should be qualified police inspectors to do that work properly, which you say the Royal Society for the Prevention of Cruelty to Animals now improperly discharge?—I was not speaking of contagious diseases; contagious diseases are dealt with by the London County Council.

6169. That is what I meant, but as we are not discussing the question of jurisdiction, I will put it in a general way to you; you would rather that the offence of cruelty to horses should be dealt with by a police inspector or a police officer than by this voluntary society?—I contend they ought to be dealt with by a proper authority, and even if dealt with by the private society they ought to call in any respectable veterinary surgeon who happened to be near, and not pick out one man, a disreputable man, and fetch him to all parts to maintain their prosecutions.

6170. Is he a veterinary surgeon in practice?—He is a qualified man, but he seldom has any practice; they say they have; they tell the courts they have a practice, but as a matter of fact I have known cases where they have not even had a surgery. This sort of thing frequently leads to practice, because cab and 'bus proprietors give them a practice.

6171-2. Then am I to gather from you that they are men technically and superficially qualified, but not men who are qualified by practice?—They are qualified men, but I think they lend themselves to anything, even to perjury.

6173. Generally speaking, you are not favourable to them?—I am very much against them.

6174. You spoke about green yards; what is the connexion, if any, between the owners of the green yards, the police and the inspectors of the Royal Society for the Prevention of Cruelty to Animals?—I think there is very little connexion.

6175. Yes, but is there any improper relation between the owners of the green yards and the officers of the Royal Society for the Prevention of Cruelty to Animals?—I think not.

6176. Or the police?—No.

6177. Have you considered the question of cheaper fares?—Yes, I have considered almost everything in connexion with the cab trade.

6178. Well, to go through one or two I will not keep you long. Have you considered the question of the age of applicants for licences. What is the age you would have men?—You mean the youngest?

6179. Would you raise the age from 18 to 21?—There is only one section of young licensed men that I object to, and that is people who have previously been connected with the cab trade, whether in the stables or otherwise; they seem to me to make very undesirable drivers at an early age.

6180. On the principle that the nearer to church the further from God, the nearer to the cab trade the less you know about cab driving?—I do not think that is it; they seem so initiated in the ways of cabmen before they drive; they seem to get corrupted before they start. Young grooms out of gentlemen's service we find make very good cabmen at very early ages.

6181. But generally do you think the age should be raised?—I should not object to that.

6182. What have you to say to the sixpenny fares?—I very strongly object to it. There was a sixpenny fare when I drove a cab, and I never knew a single case of a man approving of it.

6183. Have not things changed since then?—I do not think so.

6184. Is there not competition in the shape of telephone, telegraph, busses, electric railways, underground railways?—Yes; we still have the horse and the man and the cab to let for sixpence. I find people that want sixpenny fares go in the opposite direction to what a sixpenny fare ought to go. Instead of going from Regent Circus to Piccadilly Circus, they generally go from Edgware Road up to the top of the Lock Bridge, where the man has to go back again; or you would find it perhaps from Maida Vale up to Kilburn; the man has to come back again for the sixpenny fare.

6185. Then I am to gather from you that the sixpenny fare, particularly after a certain hour at night, would be from the outer metropolitan ring, and not in towards the City, where there would be a chance of getting many sixpenny fares?—I think any person offering a cabman a sixpenny fare to drive him, say, from the Strand to the Criterion would have it accepted. I think any cabman would take you for sixpence.

6186. Would you be in favour of a radius being formed in which sixpenny fares should apply, and outside which the present system of tariff should prevail?—No; we tried that with a very ingenious arrangement some 20 or 25 years back. It was proposed by Inspector Haddon. When he was connected with the police he caused nearly every lamp post in London to have a letter or a number placed upon it, and he had a little book about as big as my two fingers, not quite so big; you could carry it in your waistcoat pocket. By looking at the number on the lamp when you got in, and by looking at the letter or number when you got out, you could tell from your book the exact fare payable, 15*d.*, 9*d.*, 1*s.* 9*d.*, or whatever it was. I still have the book at home, and by it you could see the exact fare due.

6187. Would you lend it to the Committee; it shall be returned to you?—I will lend you anything I have, gentlemen. You could see the exact fare. It was worked out on this principle, that within a mile of Charing Cross the fare would run to perhaps about 4*d.* a mile, and then the next mile would be 5*d.*, then the next mile 6*d.* or something of that sort, and when you got out to the fourth mile the price would be 7½*d.*, and his idea was to work all the cabs away from the Criterion and those sort of places, on to the outskirts. That was never workable and the trade very strongly objected to it.

6188. Why did you object to it?—Well, we felt that our living lay where the 4*d.* fare was fixed; we did not find our living where he wanted to send us. They might have sent us away to West Hampstead, but as soon as we got there they would telephone for us to come back to Charing Cross and those places where they really wanted us.

6189. In a word you would rather gamble for your 1*s.* fares in the Strand and Regent Street than you would have a less frequent fare of 1*s.* 6*d.* or 2*s.* in the outskirts; is that so?—No, that is not what I am desirous of saying. I am desirous of saying we could not earn the money in the outskirts. By working about town we would earn 15*s.* or 16*s.* a day, whereas on Inspector Haddon's principle we should be earning 7*s.*; we still want to have the earnings.

6190. Are you in favour of the alteration either of the fare or of the radius, or of a modification of both?—I am in favour of a modification of the radius. I do not know of any alteration of the fare. I am not inclined to raise the fare. I have been in the business since that was suggested to us, and I do not approve of it; I do not think the time has come to lower the fare, but I am sure it has not come to heighten it.

6191. Would you be in favour of an experimental tariff for the sixpenny fare to be tried?—Well, that can be tried in any minute; if a person in the business was desirous to try it he could do so to-morrow morning. I could print on my cab to-morrow morning, "Sixpenny fares taken." Any person could take sixpenny fares; most of the old and respectable drivers do take a sixpenny fare.

6192. Is that practice on the increase?—No, rather not. When there was a sixpenny fare we seldom had a sixpenny fare; we did not have two a week, and when we did it generally ended in a jangle.

6193. What suggestions have you to make with regard to any alterations of the radius?—I think there are certain districts where the radius wants extending, and there are other districts where it ought not to be extended. We use a term in the cab business of being "in business." I do not know whether you understand that term, but that is, when you put down a fare are you eligible for another; is there any

prospect of getting one or will you have to travel a mile or two back to get one. Well, I say until we are "in business" at the radius post it is not time to extend the radius post. Now I will take St. John's Wood; we have to go to the top of the first hill in the Finchley Road before we get to the radius post, then we have to come back to the station of the Finchley Road before we are "in business," and until recently we had to come back to the Swiss Cottage.

6194. Then am I to gather from you that the present radius occasionally falls short of your sphere of business in some districts, whilst it is in the very midst of it in others?—Yes.

6195. You would be in favour of an irregularly formed radius adapting itself to the business sphere that the exigencies of the cab trade point out should be made?—Yes.

6196. (*Mr. Hopwood.*) Do you think you could give us the limits of the new radius on paper?—Yes, I would say no increase at St. John's Wood nor yet at Clapham Common, but I would say an increase at Finsbury Park and at Hammersmith Broadway.

6197. (*Mr. John Burns.*) Then you would not object to take the metropolitan police map and to mark upon it what you would term the generally fair re-organisation of the radius?—I am not qualified for that.

6198. But you could roughly point it out?—I am only qualified for a district I chance to know; not being in the habit of driving a cab now I am not qualified for it; those four districts I chance to know.

6199. What have you to say about the system of watering horses; are you in favour of the post and pail system, and against the trough?—I am very much against the trough; I think we get glanders through the troughs.

6200. Do you think that troughs, if allowed, should be under the local authority and not under any voluntary society?—I think troughs are very bad things. We have a trough in our yard and every time we have a break out of glanders we have to cease using the trough, otherwise we spread it all over the stables, through every stall.

6201. But may I suggest to you, as you yourself have located a trough as a point of contagion, would it not be wise if you were to give instructions to have it pulled down immediately you leave this office?—Well, we wash the cabs from it, and we find it a pretty good saving to the men.

6202. To dip the bucket in?—No, no; to allow the horse to go to drink. We do not often have outbreaks of contagion in the yard.

6203. When it comes it is like the small-pox, you feel it?—We never have it very bad; as soon as we discover one case we stop the trough.

6204. Then I gather you are for the pail system as against the trough?—Yes, I do not like the troughs.

6205. And where the pail system could supersede the troughs you would like it, but where the troughs could not be dispensed with you would be in favour of their being under the local authority and regularly cleaned?—No, I have no wish in that respect.

6206. You have no complaint to make?—I have no knowledge of it; I do not know whether there is any complaint or not.

6207. What do you think of the present cab rank accommodation?—I think we are shamefully served as regards cab rank accommodation.

6208. You have plenty of cab ranks in places where there is no business, and no cab ranks in districts where there is business?—That is so generally speaking.

6209. You are in favour of small cab ranks being established where the traffic would permit—I do not say small.

6210. Well, of any size?—I think cab stands ought always to be where cabs are employed, because if you do not place the stands there you will have double the number of cabs loitering about. Wherever there is work there is sure to be a cab.

6211. What have you to say about bilking?—I think something ought to be done to stop it.

6212. Is it better now than it used to be, or is it getting worse?—I think it is not done so much as it used to be, but there have been several of them these last few months, several of them.

6213. Although not done in many instances, when it is done it is a very large amount the man is robbed of?—Generally by the same individual.

6214. (*Mr. Hopwood.*) And done to several of your own men whom you can trust?—The last man bilked I could trust implicitly; I am sure the man was speaking the truth.

6215. Genuine cases of bilking?—Yes.

6216. (*Mr. John Burns.*) When you were a driver were you ever bilked?—Never lost a sixpence the three years that I drove.

6217. Have you any suggestion to make as to improvement in the inspection of cabs?—No, I do not see that any improvement is needed; the inspectors appear to treat us fairly. I frequently have a cab brought to me that has been refused to be passed, but in no case have I had a cab brought to me that in my judgment ought to have been passed; there has always been a just cause for the refusal.

6218. How frequently has the inspector visited your cab yard?—He has visited it twice within the last two months.

6219. How often before?—I never knew him before; he has only been appointed to our place about six months. He only comes when he has some complaint. Once he was there about a complaint about a cab; the other complaint was of a horse. He never visits my yard except he has a complaint against me.

6220. Then sometimes he visits the stable door after the horse has gone?—You see there is first a complaint. He had a complaint the other day; one of our cabs had been seen in the street with an approval mark but no plate on it. He was directed to inquire what was the meaning of it. It was a cab I had on hire, which had been sent on without the plate but with the approval mark on it.

6221. Have the cabmen improved generally, from the point of view of sobriety and civility?—Yes, there has been a great improvement these last 20 years.

6222. What have you to say in a similar direction about the police?—A marvellous improvement.

6223. A change for the better?—A marvellous improvement.

6224. In what way?—Well, I think we have got better men in the Force altogether, more gentlemanly; they speak to you better and treat you better; even in the streets the men seem to come from a different class altogether when they join the Service.

6225. (*Mr. Hopwood.*) Are you in favour of different classes of cabs?—I am not.

6226. You would not have first and second class cabs?—No.

6227. Is there anything else that you would like to say to the Committee?—Yes; I should like to call your attention to one or two things. I should like to call your attention to what we term cab stealing; that is, a driver leaves his cab unattended, another man takes it away. I had a cruel case of that. I had to send out 30 mechanics on point duty to try and find one of my cabs that had been stolen. I found the cab and charged the man. The man was committed for trial, and I was bound over to prosecute. One witness had to attend to be bound over, and when the witness attended the magistrate asked a question or two he could not answer, and he called the prisoner into the dock and discharged him in the absence of the prosecutor, the prosecutor's solicitor, and everybody else. That matter was brought before this office; I complained very bitterly.

6228. What remedy would you suggest for such a state of things?—I have had a case since where a man was fined 5*s*.

6229. For stealing a cab?—For stealing a cab. A fortnight ago there were two cases at the sessions where the men had 14 months each.

6230. Give us some particulars of the 5*s*. case; which was the court?—Marlborough Street.

6231. What was the name of the prisoner?—The proprietor's name was Neal, the same mews as I carry on my business in; I do not know the name of the prisoner.

6232. The prisoner stole one of Neal's cabs?—Yes.

6233. And was fined 5*s*.?—Yes.

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6234. Any other point?—I have one other point, and that is the treatment our non-union men are receiving; yesterday and to-day their treatment is worse than during the time of the strike, it is something shocking.

6235. (*Chairman.*) I think that is rather beyond the scope of our inquiry. One single point about shelters: is there any difference in the treatment of union and non-union men in the shelters; we have had some evidence on that?—I had a matter of four complaints; I went to the Shelter Association and complained, and I have not had a complaint since.

6236. May it be considered that everybody is very fairly treated now?—I think every person is being served, I would not say fairly treated.

6237. (*Mr John Burns.*) They are not large enough?—They are a perfect nuisance, no shelter at all. My idea of a cabman's shelter was a place where I could go and sit down, have a cup of coffee, and wait until I was required outside. The present shelter is nothing more than a place where a cabman can get food.

6238. A coffee shop on wheels?—A coffee shop on wheels, a smoky little place where all sorts of slang and demoralising conversation goes on, a perfect nuisance in the business.

6239–40. If you do not have food or drink?—You must not go there; you are not wanted there.

The witness withdrew.

Adjourned till Thursday next at 11 a.m.

ELEVENTH DAY.

Thursday, 19th July 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

6241. (*Chairman.*) I have received the following letter from the Commissioner of Police of the City:—

"26, Old Jewry, E.C.,
"Dear Sir, 18th July 1894.

"During my examination yesterday before the Committee, I was asked,* 'Is London Street (by Fenchurch Street) within your jurisdiction,' and on my replying in the affirmative, how it was that the railway company were allowed to levy a charge for cabs standing in a public street. I admitted my inability to answer the question, but added that on my return to the City an explanation would probably be forthcoming, or words to that effect. On inquiry I find that the honourable member who asked the question has been misinformed. Cabs do not stand in London Street, but on the private ground adjoining, belonging to the railway company.

"I am, dear sir,
"Yours very truly,
"(Signed) HENRY SMITH, Lieut.-Colonel,
"Commissioner."

Mr. W. E. COOPER called in and examined.

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6242–3. (*Chairman.*) You are a cab proprietor, Mr. Cooper?—And a driver.

6244. How long have you been a proprietor?—I first started as a proprietor about 15 years ago.

6245. But were you a driver previously to that?—Yes.

6246. How long were you a driver before then?—I think it is 18 years I have been altogether.

6247. What were you before you took to driving a cab?—In gentlemen's service; a groom, sir.

6248. You had some knowledge of stable work and horses before you came into the business?—Yes, sir, my father was a small cab proprietor, and I always had a knowledge of it.

6249. Were you a Londoner?—Yes, sir.

6250. You had experience of horses and carriages, and some knowledge of London?—Yes, sir.

6251. How many cabs have you?—I and a man in partnership work 24.

6252–5. Are all your cabs licensed?—Oh, yes, sir.

6256. Each has been passed?—Yes, sir.

6257. But you do not habitually work them all, do you?—No, sir, you are obliged to keep out two odd cabs, so that practically there would be only 22 at work, in case of accidents or cabs being repainted and that like, sir.

6258. Is that the average number you have out every day, 22?—Yes, sir.

6259–60. Do you think that the present system of inspection is sufficient, in the first instance, before the lots are passed, and afterwards to see that they are kept in good order?—Quite so, I think, sir.

6261. Do you think that the examination at Scotland Yard is thorough and genuine?—It does not occur at Scotland Yard, it is locally.

6262. No, I mean under Scotland Yard?—Yes, sir.

6263. The testing, I mean?—Oh, they send us back for bad insides, or if a cab is not properly painted, or any defect in the springs or wheels or anything; they always refuse to pass the cabs.

6264. And do you think there is any sufficient examination into the fitness of the men to drive, and knowledge of London, and so forth?—No, sir, I do not; as regards knowledge of London, may be; to my idea all the drivers ought to be examined as regards their capability of driving.

6265. Do you know anything, either in your own knowledge or by common report, about the police authorities being squared with money in order to pass unfit cabs?—I have never squared them myself, sir.

6266. No, but have you any knowledge of anybody else doing so, or of their receiving bribes?—No, sir, I have not.

6267. Have you heard of it, as matter of talk?—Well, as matter of conversation I have, of course.

6268. But not further than that?—No, sir.

6269. Have you anything to say about the present system of fees?—What fees are you alluding to, sir.

* *See* 5713-27.

6270. The fees that are exacted from you?—As regards the licences?

6271. Yes?—Well, I think the licence might be reduced.

6272. You think you have to pay too much?—Yes, sir, it brings in over and above the amount that is regularly requisite to carry on the hackney carriage branch of the police department, and also the revenue, the 15*s.*

6273. How many drivers do you employ?—Twenty-four to 25 licences, sir, that would be about two odd men; one odd man to every 10 cabs would be about the average in a business yard, where you employ thorough business cabmen.

6274. How many actually have you on an average working a day?—Twenty-two, sir, but you might have one or two ill, or what not, sir.

6275. The extra ones are kept to fill up?—They term themselves odd men, sir, and they come down regularly to work of a morning, and if a man sends his wife down, who says he does not feel very well, a little note, or comes himself and has what they call a day's rest, the odd man drives his lot just as it is.

6276. How many days a week do they work on an average?—I have never averaged it up, but ours is a six days' week.

6277. I mean your men?—Six days a week.

6278. It averages six?—Well, if they rest one day it is an average of five; we never work on a Sunday, I have never had a cab out on a Sunday.

6279. But they do not take a week-day holiday as well as a Sunday?—Oh, yes, sir, that is why you are obliged to keep odd men; they occasionally work only five days.

6280. (*Mr. John Burns.*) What would they earn?—I have never averaged it up, sir.

6281. (*Chairman.*) Is it your experience that the drivers are a better class of men now than they were when you started?—Oh, yes, much; and they get a better living too, sir.

6282. First of all, about the men themselves. You say they are a better sort of men. Do you mean better educated?—Better educated.

6283. Better characters?—Better characters, a more respectable class; think more of their wives and families; their homes are kept better; more steady and more sober.

6284. How about their treatment of horses?—Well, some drivers treat their horses remarkably well; think as much of them as they do their children, and others the other way about, sir.

6285. You said a minute ago that they made a better living. Do you really think that the average driver makes a better living than he did 15 years ago?—Yes, sir, I should think so.

6286. How much do you suppose your drivers make a week?—Well, I must illustrate this point, sir. My partner and myself drive a cab alternately. There is only one required at home to attend to the business. Our average since 1891 has turned out, providing the dues to proprietors were paid every penny, about 7*s.* 7*d.* a day. That is 1891, 1892, 1893, 1894, up to the date of the strike.

6287. (*Mr. John Burns.*) That is 7*s.* 7*d.* a day?—That is 7*s.* 7*d.* a day.

6288. Over and above what?—Over and above if all dues were paid, which, previous to the strike, they were not; but provided every penny that was demanded had been paid.

6289. (*Chairman.*) How does that compare with what you were making when you began your business?—Let me put my question the other way. How does that compare with what you made yourself when you began driving before you became a proprietor?—Some years ago we used to have better seasons, but not such good winter time, Lent time, and such things as are scarcely recognised now. But there used to be a serious depression in the cab trade. The autumns were much worse, and through Lent time things used to be very very bad, in fact I have known my father to go out 25 years ago and not have a fare all day during Lent. Such things never happen now. It is more all round now than it used to be.

6290. Then how far does your experience go back beyond the time you actually drove yourself. I mean in your father's time; how many years have you been conversant with the cab trade?—All my life, sir. I was born in the cab trade.

6291-2. And all the time you were in service you knew something about it through your father. You kept in touch with it?—I still lived at home.

6293. You sum up your experience by saying that the cabmen as a rule make a better living now than they did?—I do not know whether they earn more money, but they do this, they do not fool their money away. They do not squander their money away.

6294. That is another thing; that comes from their being a more respectable class than they used to be?—Yes, sir.

6295. You do not contend that they receive more money?—They do not receive more money take the year round, but they used to earn a lot of money in the summer time, so I am given to understand, before my time, but the winter time would bring up the average.

6296. You do not think they make much less than they did 15 or 20 years ago?—No, I think not.

6297. Do you think things are getting worse gradually?—My average turn is not, sir; it averages about the same.

6298. Do you find a difficulty in getting as many good drivers as you want?—Well, we are so thoroughly practical, sir, that we do not: we employ what we call early men, men who get out with their cabs in a business-like way. They are more like mechanics; they come to work between half-past 7 and 9 in the morning, and they come back from half-past 8 to 10 or half-past 10 at night; they treat the job in a business-like way, and we give them the preference in the job.

6299. Have you any means of knowing what occupations your drivers have followed before they drove?—Well, sir, from a physician down to a horse-keeper. Every trade and mechanism that can be mentioned, I should think, sir; every tradesman, publicans, greengrocers, butchers, bakers, shoemakers, coachmen, gardeners, bricklayers, carpenters, every mortal trade that you can think, sir.

6300. So I have understood; but I suppose it follows from that, that a very considerable number of them never had any experience at all with regard to horses or driving before they came to it?—That is so, sir.

6301. They drive by nature, not by experience?—That is so, sir.

6302. And I think that applies to your own men as well as to the trade generally?—Most decidedly.

6303. You do not pick and choose out men who have been stablemen, or who have driven tradesmen's carts, or anything of that sort?—We never give a new man a job. It is a great mistake to give a new man a job without you know him to be practical. You might give a new man a job, and he would kill a pair of horses in a few months.

6304. How do you test whether a man is practical or not?—We never take a new licence without knowing the man, sir.

6305. Have you any reason to think that the present number of licensed cabs is greater than the requirements of the public demand?—Well, I think not, sir.

6306. You do not think they could do with many less?—I do not, sir.

6307. Do you think any large limitation would be inconvenient to the public?—I am sure it would at certain seasons and times, sir.

6308. You do not, in other words, believe that London is over-stocked with cabs?—No, sir.

6309. Have you any opinions about the men they call butterfly drivers, whether they ought to be discouraged. Do you think they do harm to the other men, to the public?—Butterfly drivers are very few and far between, sir, and it is only unpractical cab proprietors, as a rule, that will employ them. It would be very detrimental for me, as a practical cab proprietor, to employ a man who I know would put in three or four hours more because he is only to drive a cab a few weeks, who would lick up the horse almost to a standstill, and run away and leave you. So practical cab proprietors seldom or never employ these

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men if they know it; they would be more likely to get in with a new cab proprietor or new company formed, somebody that was not practical.

6310. Then you do not think the butterfly drivers are sufficiently numerous to take into consideration or make any changes in the law for?—I am sure not, sir.

6311. Have you ever had any experience of the privilege system at railway stations?—I have never been a privileged driver, sir.

6312. But I suppose you must in your business have seen something of the working of it?—It is very detrimental to the trade in general, sir.

6313. It is?—Yes, sir. For instance, if the railways were open, it would stop prowling the streets, blocking thoroughfares, and cruelty to the horse as you might say. If a horse has been a long journey of 5 or 6 miles to a railway as soon as it sets down there is no rank for him to put on, so he has to walk about for miles before he gets on a rank or has another fare, whereas if he could put into the station for an hour's rest it would be to the benefit of the driver and also the horse.

6314. Would you be in favour of throwing the stations open?—Decidedly so, if the companies could not do it free the drivers would not object to paying a halfpenny or a penny for each fare the same as on the South-Western Railway, and all other railways have what they term the blucher after their own stock is exhausted.

6315. And what do you think about the fares charged per mile; are you in favour of reducing that to sixpence?—I think the fare is very reasonable, sir.

6316. You see no reason for changing?—No, sir, I do not.

6317. You do not think there would be any advantage in having a 6*d.* fare for the first mile, 6*d.* fares in fact, to put it shortly?—I think not, sir; it would have to be general for the benefit of the public as well as the driver, and for instance, putting in a railway station, getting off with a cab load of luggage inside of the mile for 6*d.* after waiting and paying a ½*d.* or a 1*d.* for your job, it would not pay at all, I think.

6318. You do not think that the increased number of people who would use a cab if they could get it just for a short job for 6*d.* would compensate you for any loss of that kind?—No, sir, it would not, they would pay the legal.

6319. Do you not think that the much greater number of people who would use a cab if they could get it for 6*d.* would compensate you for the loss that you speak of?—There are so many thousands of people daily riding a cab now pay 1*s.*: they pay 1*s.* because they could not pay 6*d.* If those riders that pay 1*s.* only paid 6*d.*, I do not think the increased number of sixpences would compensate that.

6320. You do not think there would be such a number of people would take cabs who do not take them now for short jobs?—No, sir, I do not.

6321. Have you ever considered a machine like that thing we have in that corner there, or anything of the same sort for registering distances?—I have seen them on the cabs.

6322. You have seen them in the cabs?—Yes, sir; I have never taken any interest in it, it was only on two occasions.

6323. Was it lately?—Seven or eight years ago, the same cab is in the possession of the proprietor, but it has not got the indicator on.

6324. I do not call that lately; you have not seen it within the last year or two?—No, I have not.

6325. You have not seen it extensively worked since?—The cabmen used to have a game with it; they would put the cab on a rank, give a man some beer to turn the wheel round while they were having their dinners.

6326. Was it done often enough or on a sufficient number of cabs to enable any judgment to be arrived at about it?—No, sir.

6327–8. I thought it was done by a mere handful of people?—That is all it was done, sir.

6329. A man who made a cab appear to go so far would have to account for the money to the proprietor. If he made the cab appear as though it had gone 10 miles, he would have to show the money equivalent to 10 miles?—It would be almost impossible for him from the time he went out to go the distance.

6330. No doubt, but it seems to me that the attempt to cheat you in regard to this would defeat itself, because the man would have to show you an equal sum of money?—They would make the proprietor believe that the thing was no good, or that he had been walking about all the time he had been out, had not had a fare or what not.

6331. On the whole, as far as you have had any opportunity of observing it or of forming an opinion about it, you do not think any advantage would be gained by introducing a kind of mechanical register?—Not without it could be stopped when a man had not a fare in, sir. I stand at Brixton; it is a frequent occurrence for me to set down at Camden Town, Holloway, Highbury, Bayswater, and have six or seven miles in front of me, to change horses, and the same at night, sir.

6,332. (*Mr. Hopwood.*) That particular taxameter does provide for that; it locks the apparatus until a fare gets into the cab.

6,333. (*Mr. John Burns.*) But, as a matter of fact, Mr. Cooper, do you not drive and walk more miles without a fare than you actually drive with a fare in mean average?—A great number of days we do, sir.

6,334. (*Chairman.*) We have heard a great deal in this inquiry about bilking; have you ever in your own experience as a driver suffered much from bilking?—I only recollect about twice in the whole of my experience.

6,335. Your own personal experience?—Yes.

6,336. Then with regard to your men; do you often hear of it from them?—Very rarely, but sometimes we do; some men are more unfortunate. I have known men to have such a thing as two in a week.

6,337. You believe that to be genuinely the case?—Oh, I am sure, sir.

6,338. Have you any opinions as to how the bilking should be checked by law?—Well, it is rather difficult, sir, as the law stands now.

6339. Yes, but I mean by alteration of the law?—I think you ought to be able to charge them, sir.

6340. At once?—At once.

6341. If you see the man again?—A week or so afterwards; lodge the complaint at the police court or police station the same day or next day, and have a note given you to that effect that you should be able to charge the bilker.

6342. So that the next time you were able to recognise him you should be able to give him in charge of the police?—I should think it would be most beneficial; it would stop it at once, sir.

6343. (*Mr. John Burns.*) Did I understand you to say, Mr. Cooper, because it is in my opinion a new suggestion, that when a cabdriver was bilked of his fare, and upon his making a complaint either that day or sometime after at the police station, and the inspector being satisfied that it was a genuine case of bilking of which the man complained, that man should have given to him by the inspector a note, and in the event of his seeing the bilker the same day or subsequently, that should be sufficient to take to a police constable, and to have summary arrest?—To charge the man.

6344. (*Mr. Lough.*) I think what you mean, Mr. Cooper, is that if the man is bilked the moment he sees the man who bilked him he could give him in charge?—The constable would not take the charge without he got a notification.

6345. I know that, but you would like to see the law altered, that the constable could take him in charge?—I should, sir, very much.

6346. (*Mr. John Burns.*) And, failing that, your other suggestion?—Yes, sir.

6347. (*Chairman.*) Those are two different suggestions; I should like to know which he adheres to. I understood your first suggestion—a very good one, and a new one—was that the cabmen bilked should go and make a complaint and be able to get a ticket which would warrant him?—That is what I adhere to.

6348. Then there is the other suggestion that without the preliminary of going to the police court he should be able to give him in charge?—That would not be

advisable at all, because the constable would not take the charge.

6349. (*Mr. John Burns.*) Do I understand you to say, Mr. Cooper, on this point that you would prefer a power of seeking a notification from the inspector to arrest a man after the man had bilked, than the power to arrest him at the actual moment that he had bilked you of your fare; and, if so, why do you differentiate between a crime detected on the spot and one about to be detected 24 hours afterwards?—You were talking about the bilkers, sir; we do not term a man a bilker who quibbles about the fare. A bilker is a man who goes clean away, and you do not see him at the time.

6350. Supposing you see him half an hour or a few minutes after. For instance, a man might go in one door of St. James's Restaurant and out of the other, or in at the end of the Burlington Arcade and out at the other, and you might be going round Bond Street and you might meet him there?—I might meet him there.

6351. Would you not rather have the power of stopping him with a constable there than going to the nearest police station?—Now you place it in that light, that would, of course, be beneficial.

6352. (*Mr. Lough.*) That is my point. Now I want to put another question. Had not you heard of a bilker in Southwark, a solicitor, who simply said to the cabman after he had had them all day, "Now, I am very sorry, I have no money"?—I have had him myself.

6353. You do not call that bilking?—We do not call that bilking, we term a man a bilker who goes in one door and out at another, or dodges round a corner.

6354. Can you tell me why a thief who is a little ashamed and dodges out at the back door is a bilker, and the thief who brazens it out and says, "I am not going to pay," is not one?—As a rule, we call a constable to demand the name and address of the man we have in our presence, the other we cannot, and, as a rule, they give you some card or envelope.

6355. Supposing they give you a wrong address, have you any remedy now?—No, sir, we have not.

6356. That is the point I want to get at; would you be in favour, in that flagrant case, of having a constable to arrest the man?—I should, most decidedly.

6357. (*Chairman.*) When we come to thrash this out you see your view is not a very clear one. You would be in favour of having a power of summary arrest if you could see the man directly afterwards, rather than of the dilatory process of going to the police court and making a charge?—I was thinking of the police court; practically the bilker means the man who goes in at one door and out at another, you lose sight of him, you do not see him the same day or a few days afterwards; but since Mr. Burns and Mr. Lough have called to my mind the man whom you chance to see four or five minutes afterwards, I would rather alter my proposal.

6358. You think, in that case, it would be rather an injustice that you should be compelled to go through the formality of going to the police court, when you could lay your hands upon him at once?—That is so, sir.

6359. What is your experience about the cabstands; do you think there are enough of them?—No, sir, I do not.

6360. And what there are, do you think they are in suitable places?—A great number of them are very suitable, and others are not, sir.

6361. We have been told a good many are put in out-of-the-way places where nobody wants cabs, and that they are really superfluous?—That is so in some cases; cabstands for two or three might be put in prominent positions in wide streets in a number of parts of London, in front of large shops, behind a refuge in the middle of the street where they would not obstruct the traffic; two or three cabs in a great number of places would be very beneficial.

6362. Then, have you ever made use of the shelters?—Yes, sir, a great deal.

6363. Do you think they are convenient?—Very convenient and very handy.

6364. Are they shelters in the strict sense of the word, places where you can take refuge in case of bad weather, or merely eating places?—There are shelters on the quiet ranks where you could go in and read; you can go into any shelter and read, but you would be rather in the way in a busy shelter, sir.

6365. That is what I mean, they are entirely taken up by men taking their food?—That is so in the central districts.

6366. (*Mr. Whitmore.*) At all times during the day is that so?—Yes, sir.

6367. (*Chairman.*) Is it your experience that the people who have the shelters dislike non-union men in them?—The union has been formed so very recently that I have not had experience; I have not been in a shelter these last few weeks much.

6368. Have you heard that complaint?—I have seen it in print.

6369. Then about the troughs. Have you any reason to think that the drinking troughs are a source of disease to the horses?—Well, they are very likely to be so. We ourselves lost four or five horses two or three years ago, when the glanders were very bad, and ours is a young good stock of horses, and how they got it I could not tell you, sir, but they did get it.

6370. You think it is very likely they might have got it by drinking out of the large troughs?—I think it is very likely.

6371. That is all the questions I have to ask you, but if there are any views on any subjects that I have not mentioned that you would like to give us we should be glad to hear them before the other gentlemen examine you?—The radius question, sir. I think it would be very beneficial if it were extended half a mile beyond where it is now.

6372. In all directions?—In all directions, sir. Taking into consideration the growth of London; and the same fares to be inside that are outside. For instance, you may be driving a little way out of the radius, and, as I have had it occur to me a great number of times, a gentleman or a lady will stop you, and say, "I want to go to town, but I cannot pay "1*s.* a mile all the way up. I shall pay you 1*s.* a mile "to the radius, and the usual 6*d.* a mile inside the "radius."

6373-4. But you are in favour of extending the radius equally in all directions?—About half a mile.

6375. We have had it suggested by a great many witnesses that it does not require to be extended in a direction north of London, but that it does require extending in south-west London?—Yes, it does in south-west London, the neighbourhood has grown so large.

6376. But would you say the same about the boundaries all round?—Well, in the north of London, practically, it is hardly requisite, you do not get outside the radius once in six months, scarcely.

6377. (*Mr. Whitmore.*) That would not be true of the north-west of London, would it?—Not of the north-west.

6378. The Harrow Road?—That is, you frequently get out to the cemetery.

6379. (*Chairman.*) Have you anything more to suggest?—I have nothing more to suggest.

6380-1. (*Mr. Cunynghame.*) Just one word with regard to the radius question. It has been suggested that if the radius were extended the difficulty of extending it unequally in different places might be met by putting a conspicuous mark on some of the lamp-posts on the main thoroughfares, such as the Hammersmith Road, the Kings Road, the Hampstead Road, and so on, and then causing the radius to be bounded by straight lines drawn between these different posts. Do you follow the meaning of what I have described, do you think that that would be practically workable?—I should think it would hardly be, sir.

6382. Why not? It gives you the advantage of being able to extend the radius in the direction you want, and makes it fairer; that is the object of it, instead of taking a hard and fast four miles round London, it enables you to extend the area where you wish, and by painting it up on big lamp-posts on the road people could see whether they were outside or inside the radius?—That is so now.

6383. But at present it is a mere circle?—A mere circle.

6384. Then with straight lines between like a spider's web, you could extend the radius without

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necessarily altering the circle?—Oh yes, you could do that.

6385. The question is whether that would work well?—I should think it would; yes.

6386. Now with regard to taxameters; there is one form of taxameter of the simplest kind that I should like to hear your opinion upon, and that would be a taxameter exactly like the cyclometer on a bicycle; you have seen those, have you not?—Yes, sir.

6387. All it does is merely to go on registering mile after mile; there is no apparatus to show the money, no apparatus to stop it or to make it go on, and the only use of a taxameter just in that way would be, I suggest to you, to help the person inside and the cabman in calculating the real distance gone, but not to be conclusive evidence at all; leave the evidence to be the real distance they have gone from place to place as measured by the police; do you approve of such a taxameter as that?—I should not be in favour of that.

6388. Would it not help the fare to tell what he really had to pay?—We depend for our living on the generosity of the public, sir, and I think that would materially stop us.

6389. A second thing; do the cabmen generally carry the red books with which they are provided?—They do not as a rule, sir.

6390. Would it not settle a great many disputes at once?—A sensible man, who is used to driving a cab, does not have a dispute once in six months, sir.

6391. Would it not aid people to tell the real fares if they did carry the red book?—They would not show the red book without he were asked for it.

6392. No, but suppose it were to be in a pocket in the cab, for instance?—I do not think people would take the trouble; I do not think they would understand it if they saw it.

6393. You are aware that a considerable expense is gone to in printing the red books?—Yes, sir.

6394. In your opinion perhaps, that is not much use?—Oh yes, sir, it is for the driver.

6395. What is the use of it if they do not carry it in the cabs?—The drivers refer to it frequently; I do myself, sir.

6396. Would it not be desirable that the fare also should have an opportunity of seeing this book?—The fare, you see, would not understand the ranks; the red book is taken from cab rank to cab rank, and the fares going into all parts of London know nothing about the different cab ranks; thousands of people who get into a cab do not know where they are going themselves until they arrive at their destination.

6397. You think the red book would confuse the people taking the cabs, rather than do them any good?—I am certain it would, sir.

6398. (*Mr. John Burns.*) I will only ask you a question, Mr. Cooper, on matters other than those upon which you have been interrogated; have you any opinion about raising the age of cabdrivers?—No sir, I have not. Do you mean, to apply for a licence, sir?

6399. Yes; are you in favour of the privilege being given to a cab proprietor's son below the age of 21, of being licensed, or are you against it?—No, sir, I am in favour of it.

6400–1. Why should a cabdriver's son have an advantage over anybody else?—That is not so.

6402. A proprietor's son can now get a licence a year younger than an ordinary applicant. Are you in favour of that?—Certainly not; there ought not to be more advantage for one than for another. But I was under the impression that a lad, whether he was a cabdriver's son, or a cab proprietor's son, or anybody else's son, could have a licence the same as I had. I applied for a juvenile licence. I had a proprietor who knew me all my life, who knew that I could drive, &c., and that I was fit to drive a cab, and therefore I got my licence.

6403. I should say you were one of those men that when you were 16 you looked 22?—That is quite right, sir.

6404. Are you in favour of raising the age, or not?—I think not; I think young drivers make the best cabmen, sir.

6405. (*Mr. Whitmore.*) You mean make the best cabmen later on, or at once?—Later on; sometimes at once, sir.

6406. (*Mr. John Burns.*) What age were you, as matter of fact, when you got your licence?—18 sir.

6407. Now we will come to privilege. You are in favour of its being entirely abolished?—I strictly adhere to that, sir.

6408. And you contend that privilege does not give that convenience to the railway passengers that it is supposed to give?—No, sir, I am sure not. They get equally well supplied at the South Western, and what other railways there are in the same position, as they do at the other.

6409. Is it your opinion that privileged cabs are better than street cabs?—No, that is not so. I think *vice versâ* in a great number of instances.

6410. Then you think the abolition of privilege would not only give greater convenience to railway passengers, but would afford relief to the congested streets?—I am certain it would, sir.

6411. In the neighbourhood of railway stations?—For instance, a privileged cab at London Bridge has a fare from London Bridge to Liverpool Street, and at the same time a privileged cab at Liverpool Street has a fare from Liverpool Street to London Bridge. They meet one another with their fares in Gracechurch Street, and the same on the return journey, they meet at Gracechurch Street empty. If it were not for the privilege system, these drivers would not meet again in Gracechurch Street empty, and the same applies all over London.

6412. That happens two or three times a day?—Oh, frequently, sir.

6413. Is there no distinction to be drawn between Waterloo and other stations?—At Waterloo Station there are no privileged cabs, except on the main line. That is merely a bribing affair; it was started with a bribing affair with the railway police.

6414. It is a relic of an old system, I believe, that the representatives of the old proprietors now enjoy; is that so?—That is not so, they are all small proprietors, or nearly all of them, and nearly all of them are cabdrivers.

6415. (*Mr. Whitmore.*) And they paid the railway officials for the privilege of going?—Not now, sir; that was how it was started; when they first had the new south line opened, it was open for all cabs, the same as the inside of the larger arrival, but several men, by a little creeping, got the privilege from the police, and the other cabmen wrote to the stationmaster to that effect, and he said, "Well, if they can afford to "pay them, they can afford to pay a privilege on "that"; and now they pay a privilege for the main line.

6416. (*Mr. John Burns.*) That only applies to 25 cabs?—That is all.

6417. Whilst, generally speaking, in the course of the day, 2,000 cabs, non-privileged, go through the yard into Waterloo?—At certain periods of the year.

6418. (*Mr. Hopwood.*) Is not Waterloo Station in a different position to the other stations because there is so much more yard accommodation?—That is so at some places.

6419. But at Waterloo?—They have an advantage over some railways, but not over all.

6420. (*Mr. John Burns.*) Is not that entirely due to the fact that the South-Western Railway Company have had the good sense to utilise railway arches and approaches to the platforms, that in many other stations could be similarly used, if the railway company were so inclined?—That is so, sir.

6421. You ask for the abolition of privilege, also, because it would afford opportunities of giving the horse a rest, and protection from the weather, which now they do not enjoy?—That is so.

6422. Now, have you anything to say about the inspection of cab horses by the Royal Society for the Prevention of Cruelty to Animals; have you had any experience with them?—Well, it very often causes a mob to form in the streets; a man will come up to you on the cab-rank and pull all the horses and harness about; it creates quite a little disturbance for the time being; that is a very frequent occurrence.

6423. You admit that horses should be inspected on the street?—Decidedly I do.

6424. Do you think that either the police inspector or an inspector under the Contagious Diseases Animals Act, appointed by the local authority, should take the place of the Royal Society for the Prevention of Cruelty to Animals?—Well, I should not be in favour of the police exactly doing it, although they do do it; for a great number of policemen have not any knowledge of a horse whatever; but if he were a practical man——

6425. I do not mean policemen, but police inspectors properly qualified?—On yes, I should be in favour of that.

6426. If you had to choose between a police inspector properly qualified to inspect horses, acting under the police, or the same man acting for a voluntary society, would you rather be for the police?—I would rather be for the police.

6427. Have you formed any opinion as to the necessity of abolishing the horse-trough system altogether in London, and substituting posts as a matter of practical convenience as apart from the contagion?—Well, it is practically convenient in London to have troughs as they are.

6428-29. Are they kept as clean as they might be?—I think so, yes.

6430. Another point I wish to ask you; you said that in your opinion cabmen were better paid than they were?—I mean the average of the year, sir.

6431. The average of the year was slightly better?—Quite as good.

6432-33. You said that in your yard, based on your own experience and that of your partner, the average was 7*s.* 7*d.* net after all dues that would have been paid to a proprietor, if you had not been a master, were deducted?—That is quite right, sir.

6434. Now, Mr. Cooper, is not yours first-class property?—Yes, sir, very good property.

6435. And have you not got exceptionally good men?—Yes, sir, we always pick; we know every driver outside the yard, and we give a good man the preference, certainly.

6436-37. Was not that 7*s.* 7*d.* net based on the continuous application to business by you as a master with a good cab and a good horse, and is it a fair test for the average cabdriver all over London?—Yes, sir, it is.

6438. Well, is the average cab in London equal to yours?—No, sir, but they pay less for it; we pay an average of 14*s.* a day the whole year, sir.

6439. And are the horses as good as yours on an average?—We are rather at a loss as regards horses; in the cabs we drive ourselves we take out funny horses now—horses up from the country, not up to the job.

6440. Is it fair for you to institute a comparison between the net wages earned by you and your partner as masters, with that incentive to earn, with a knowledge of London that would perhaps be better than that of the ordinary cabdriver, and with first-class property and a good horse, and those of an ordinary man who is not a master, and who drives inferior property?—I think it is quite fair, sir.

6441. Do you not consider that the men who earn the same wages now, if they do earn them, as they did 15 years ago, have to be two or three hours longer on the street than they used to be 15 years ago?—No, sir, more men work less hours than they used to; they are more eager to get home, they think more of their homes.

6442. Is not that a select minority with best property and under special conditions; and does not the ordinary cabdriver in the cab trade work longer hours for the same or less money than they did 15 years ago?—No, sir.

6443. Have you had any experience in the police courts?—Very little, sir, indeed.

6444. Have you formed any opinion as to how the cab service could be improved in relation to police court business?—Well, yes, sir, I think I have formed a slight opinion. I do not consider that a cabman ought to be summoned for plying for hire, absolutely, without any other offence.

6445. He ought to be cautioned?—Well I do not think it is an offence at all, sir. The Act distinctly tells us that as soon as we leave the yard we are deemed for all purposes plying for hire. If we stop to take a fare, the policeman can summon us for taking it, and if we do not stop to take a fare, the fare can summon us for not taking it, as the law stands just now.

6446. You are between the Devil and the deep sea?—If you call my cab and I do not take you, you can summon me for refesing to carry; and the policeman can summon me for plying for hire from a place not appointed. It is a well known fact that there is not sufficient accommodation for the cabs and that they are compelled to walk about the streets; yet every time we look at a gentleman, or hold up our finger, we are liable to a summons.

6447. Do you think that could be remedied by appointing more cab ranks?—It would have a considerable effect.

6448. Would you stop plying for hire, walking about the streets, if the cab ranks were sufficient?—No, sir, I should not be in favour of that; we get half our living in the streets.

6449. You said, in your opinion, there were not too many cabs?—No, sir.

6450. How do you reconcile that with the fact that during the strike 3,000 to 4,000 cabs were off the streets of London, and the amount of money earned during that time was not equal to the proportion of cabs off the street?—Was not equal.

6451. Was not equal?—There was a lot of money earned during that time.

6452. There was?—My partner earned 17*l.* 6*s.* in the course of the week.

6453. Well, I am glad to hear it; do you not think, irrespective of the working of each cab during the strike, that though there were 3,000 or 4,000 off the streets, London was still left practically supplied with cabs?—It was not nearly supplied with cabs; the public were greatly inconvenienced.

6454. But do you know that nearly every cab proprietor in London who has spoken upon this is under the impression that nearly 2,000 to 3,000 too many are in the streets?—If the cab trade was always like it was during the strike, sir, each cab would want six horses; during the strike six horses were required to work a cab, if the man could work it.

6455. That was an exceptional state of things?—Not exceptional if the 3,000 or 4,000 at home left a sufficient number on the street; I say it would require six horses to a cab to work it. We worked three horses a day each, and we tired them out with three each.

6456. Supposing there had been 2,000 less on the streets?—Considering the number of streets, the cabs in railway stations and in the paint shops, the quiet season of the year, when all cab proprietors have a certain number at home; for instance, I myself had two at home last week, and I know some proprietors had three or four at home, and in a few weeks' time if you could count all the big cab yards, you will see seven or eight, nine or ten, left at home. Taking all that into consideration, and the time of year when the busy time is and there are no cabs at home, I think it averages out that the cab service, as a rule, is not over and above the requisite.

6457. Then you do not think there are too many cabs in London?—I do not sir.

6458. How do you reconcile that opinion with the fact that cabs are falling every year in number; does not that imply that the supply is rather in excess of the demand?—There are so many people these last few years misled by the untrue statements of the drivers as regards money paid in—the generality of the public that get out of a cab and have a little chat with you are under the impression that the cab proprietors have been receiving 17*s.* or 18*s.* a day, the whole of the year. It never entered into their mind for a moment that during the winter time we take what we can get, practically; the number of people who, during the last few years, have plunged into the cab trade, have not been so eager; and there have been no new companies started these last few years as there were six or seven years ago; and that accounts for the slight depreciation to a certain extent.

6459. Should you think that certain cab companies that have presumed upon the ignorance of the investing public having collapsed, there is no probability of a continuation of cabs being put on the street in

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excess of the required limit?—I have never known a cab company pay except the London Improved; that is the only one that has ever made the cab trade pay; and I could quote dozens of cab companies that have started, in my experience, and have all gone broke.

6460–61. (*Mr. Lough.*) Did I understand you, in answer to that last question of Mr. Burns, to admit that a great many of those proprietors who started without sufficient thought have failed?—They have; yes, sir. Do you want to know why they have failed?

6462. No, I do not. Does not that prove, then, that including those companies there were too many cabs?—No sir, that is their insufficient knowledge of the trade. The cab trade has to be conducted on very economical lines, and by thoroughly practical men. Nearly all the large proprietors in London have originated from drivers; and the cab trade can only be conducted on one line, and that is the turnover of the money at once, and gradually increased.

6463. Well that applies to other trades?—Yes.

6464. You mean to say this, that if all the proprietors had developed from drivers we would not have too many cabs; but that as it is with those companies that do not develop from drivers we have too many?—I think a clear proof, sir, that the cabs are not too numerous is this: I take ours as an experience, I cannot speak for other people; our men stop with us for years; they come to work every day.

6465. How many have you?—22, with 24 or 25 drivers; the men pay their money, and they keep their wives and themselves comfortably.

6466. Do you know the Shrewsbury-Talbot Company?—Yes, sir.

6467. That has failed?—That has failed two or three times.

6468. Is that not proof that there is not work for all the cabs?—That is not a proof, that is through inexperience of the trade.

6469. (*Mr. Whitmore.*) Did they not have a practical manager?—The cab trade is different to others, you practically have to grow with the trade; if the stock is all started at one time that stock wears out at one time, and the inexperienced owner never dreams that there will be a replenishing of the stock all at once. The ordinary cab proprietor replenishes his stock as it is required, a new cab now and a new cab again. In the case of an inexperienced man, who starts his stock all at one time, all his things collapse at one time at the end of a few years, and he has to restock his cabyard all at one time.

6470. (*Mr. Lough.*) Just a word or two about figures. Supposing they get to 15,000, do you think that would be too many; do you know how many there are now?—I do not.

6471. How are you able then to tell there are not too many?—I work a cab nearly every day.

6472–3. That will not enable you to tell; you have only a small experience of 22 cabs?—I have good experience.

6474. How do you know there are not too many?—By practical every-day experience; figures would not help me the least bit as regards the exact number.

6475. Figures would not assist you?—Not in the least; I go on daily experience.

6476. You just judge by the little experience you have yourself?—Yes, sir.

6477. (*Mr. Whitmore.*) Do you drive mainly in one part of London?—No, my cabs drive all over London; there are no districts for a cab to keep to.

6478. (*Mr. Burns.*) Have you any special private job that forms a nucleus of your daily takings?—None, whatever, I would not have one if I had the chance.

6479. (*Chairman.*) It is your own experience, you say, which enables you to form this view about the cabs of London not being too many for the requirements; I suppose you mean not only your own takings but what you observe and see going about as to the proportion between the cabs and the people wanting them?—Yes, that is what I mean to say.

6480. Not only your own practical experience of the number of times you are engaged, but what you see of the business all round you?—That is it, sir.

6481. (*Mr. Lough.*) You said to Mr. Burns that there were sometimes seven, eight, nine and ten cabs of a yard at home in one season of the year?—Yes, sir.

6482. At that season, then, is there not too many?—Well, sir, there would be if they were all out in the street, but they never are in the street.

6483. Well, then, you tell us that in one season they all out on the street, that is in the season?—In the busy season.

6484. In the slack season you think there are too many?—Well, in the autumn time I do most decidedly if they were all out in the street.

6485. How long is the busy season?—The height of the season is about 13 weeks as you might say.

6486. Then except those 13 weeks, you think there are too many?—No sir, I do not; I am alluding to the quiet season, merely for a few weeks in the autumn, August and September.

6487. You quoted some takings—*7s. 7d.* net?—Yes.

6488. Are these takings of yourself and your partner, or of your men?—I have one man who turns out about the same average. The other drivers would not give me their books, although I know several who have books.

6489–90. Your entire calculation is based upon the takings of your partner or yourself, or your man?—Both, I have one man's book as well.

6491. Do you really believe that all the cabmen through London earn that?—Yes, I do.

6492. I want to ask you a question about the price of cabs for a moment; do you let out cabs generally on the two horse system?—Yes sir, all of them.

6493. Then you do not know much about the price of one horse and one cab?—I have never done that, sir.

6494. Do you think the two horse system is best?—Old men prefer one horse, sir, simply because of the short hours; the young men prefer two, because the horses get tired.

6495. How many hours do these young men work?—On an average, from 12 to 13 hours.

6496. On the cab?—I think they would average 13 hours.

6497. Have you got the system of two men working the same cab?—No sir, I have not.

6498. One man, one cab, and two horses is the system you run?—That is it, sir.

6499. Do you think it would answer to have fewer cabs, but to have them worked double shifts, that is, with two men and out a longer number of hours?—I do not think it would, sir.

6500. We have a statement here from Liverpool that the price of one horse and one cab in Liverpool was *4s. 6d.* or *5s.* a day in Liverpool all the year round; do you think that could be done in London?—I think not, sir.

6501. Do you know what the men pay for one horse and one cab?—In London?

6502. Yes?—Yes, I do according to the property and the season of the year; the same applies to a cab and two horses.

6503. Is the cost higher to the cab proprietor in the season than at any other time?—The wear and tear is much greater.

6504. But except the wear and tear?—You keep more horses; you are obliged to keep a larger average of horses in the summer.

6505. You said that there were not too many drivers either?—That is what I say, sir.

6506. You said you never take a new driver if you can help it?—We do not, sir.

6507. Because you do not consider that you have any guarantee that he can drive?—That is quite right, sir.

6508. If the driver's licence was a guarantee that the man could drive, do you think there would be too many drivers at present?—My opinion is that, if a character was required that the man was competent to drive from a situation, I do not say the last situation, as he might have been at a job that had nothing to do with horses, but a previous character that he was

qualified to drive, I do not think more men would pass the examination than would be required.

6509. In other words, you think that fewer would pass the examination?—I am sure, sir.

6510. If the drivers were competent a smaller number would do?—A smaller number would pass.

6511. That is, would be sufficient?—There is a great number of men now that actually cannot get a living with a cab, although they are licensed drivers.

6512. They do not get that 7*s.* 7*d.* a day?—The job does not suit them when they have got it, the business does not suit the men, they are not actually at work with the cab, it is different to what they think it is.

6513. Do you think those men should have a licence?—They should not if they do not use it, that is so now; the man has to account for the time he is not driving a cab.

6514. I want to put it very briefly, and get it in one answer, if you can give it me; if the men were all good drivers and devoted to their business, do you think a smaller number of drivers would be sufficient?—I do not think you could alter it, sir.

6515. I would rather you would answer the question?—No, sir, I do not think a smaller number would do.

6516. Even if they all stuck to their business always, and all could drive?—That is so; I do not, sir.

6517. Do you know what a green-yard is?—Yes, I know what a green-yard is, but I have never had much experience of a green-yard.

6518. You do not know how many there are in London?—No, sir, I do not.

6519. Have you ever had a horse get into it?—Sometimes if a man gets locked up, your things are taken to the green-yard: the police telegraph to you; you fetch your horse away in two or three hours, in that case there are no green-yard fees to pay, though they are put in the green-yard.

6520. Have the inspectors for the Society for the Prevention of Cruelty to Animals not the right to put your horses into a green-yard if they like, and have them detained there?—I could not answer that question, sir.

6521. You said you were against sixpenny fares?—Yes, sir.

6522. A suggestion has been made here that we might have sixpenny fares from 9 o'clock in the morning till 6 o'clock in the evening, for 1 mile; would you be in favour of that?—No, sir, I should not, it would be misleading to the public.

6523. Supposing the public would gradually get to understand it, would you be in favour of it then?—No, sir, I would not.

6524. There is a system in many cities of a fixed fare: you get taken anywhere for a certain price; do you know that?—I do not know that.

6525. Would you be in favour of such a system in London?—I do not quite understand you, sir.

6526. Well, if a man asked you to drive as far as he liked, say, for 1*s.* 6*d.*, you would not be in favour of that?—No, sir.

6527. (*Mr. Bayley.*) You say that your earnings are 7*s.* 7*d.* a day net?—Yes, sir.

6528. And that is your partner's experience?—And my own.

6529. And you think of the best of your men?—I am sure, sir.

6530. Have you any books to prove it?—Yes, sir; not here. I have not brought them here.

6531. How many years have you been in business, Mr. Cooper?—I have been a cab proprietor altogether 15 years.

6532. How many horses and cabs had you when you started?—When I first started I only had one cab and two horses, sir.

6533. Have you acquired the 22 cabs and, I suppose about 60 horses, or how many is it, out of your earnings?—I and my partner together, yes, sir.

6534. You have been earning this money, and increasing your business out of your earnings, I suppose, by degrees?—Yes, sir, by slow degrees.

6535. (*Chairman.*) But perhaps your partner was a well-to-do man; was he?—He was a cabdriver, the same as I was.

6536. Not a proprietor?—No, sir.

6537. (*Mr. Bayley.*) You say the principal cab proprietors now have risen from the ranks in the same way?—That is so, sir.

6538. They have all, as you have, risen by degrees, by saving their money, and buying their horse and cab out of their earnings?—In a great number of instances.

6539. And you think then, that all over London, that is a fair amount to put down as the earnings of a respectable, industrious cabman?—Yes, sir. I do not say the lie-about cabdriver; I say the practical man who works and looks after his living.

6540. Who looks after his business, and does not waste his time in the public-house?—It only means about 5*s.*, practically, taken home. The cabman spends 2*s.* to 2*s.* 6*d.* a day with his daily food, and such like. The drivers would not live under. Many drivers say they do not leave 5*s.* at home. All cabdrivers in London spend 2*s.* to 2*s.* 6*d.* out of doors.

6541. On their food?—And such like.

6542. (*Mr. Lough.*) How do you know that?—I know for a positive fact they do. You cannot have dinner under 1*s.* in a shelter.

6543. (*Chairman.*) We have been told of a cabman who lived near his yard, and had all his meals at home?—Very rare; few and far between.

6544. You cannot say positively?—Not every single cabdriver, sir.

6545. (*Mr. Whitmore.*) You mean that is the average?—The general rule, sir; I speak generally.

6546. (*Mr. Lough.*) How do you know it?—I see it every day in my life.

6547. How can you see what a cabman takes home, or what he spends in the public-house?—I do not say public-house.

6548. In a coffee shop?—Sitting beside a man you can tell what a man's dinner comes to.

6549. 2*s.* 7*d.* a day?—No, I do not say 2*s.* 7*d.*, I said from 2*s.* to 2*s.* 6*d.* a day.

6550. (*Mr. Burns.*) Do you seriously contend, Mr. Cooper, that what you and your partner have done is equally open to every other cabman to do?—It is open, yes, sir.

6551. That means that it is within the possibility of every cabman to own 22 cabs?—No, sir, it would be impossible.

6552. (*Mr. Bayley.*) It takes 30 years to do it?—You asked me a question when I first started proprietor. I started as a proprietor 15 years ago, but I was a driver years before I went into the proprietary.

6553. (*Mr. Burns.*) Is not the fact that you and your partner have been able to accumulate 22 cabs in 15 years an indication that you are above the average in business capacity, and what we may call sobriety and thrift?—Industrious men decidedly, sir.

6554. Your condition is rather exceptional, it is not a fair standard to apply to every cabman. Is not that so?—What we have increased have come off our earnings out of a cab, sir.

6555. I will put it this way, that you are practically sergeants in the cab industry, and you do not contend that every private can be a colonel, do you?—We are no better or worse than ordinary cabdrivers, no better tools, no better chances.

6556. I know a few proprietors of your type, they get the pick of the yard stud, the best of the horses, and sometimes a third horse.

6557. (*Chairman.*) I understand you to say you do not see why everybody else on the streets should not do as well?—If they attend to their business; they have the start and the same tools.

6558. The same chances?—The same chances.

6559. It entirely depends whether a man makes a better use of his chances?—I will explain more. You see when a man starts cabbing, if he is married, with a wife and four or five children, he can only get enough to live upon. But I was a single man when I started, steady, hard working, the same as I am now. I was able to save week by week. There are different men

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who start on a different footing; and we both earn our own wages and always have done, sir.

6560. (*Mr. Burns.*) You said, in answer to a previous question of mine, Mr. Cooper, that, on an average, half the miles walked or trotted with a cab were without fares, did you not?—Half the miles.

6561. On an average?—I should think it might be.

6562. Does not that indicate that there is an excessive supply of cabs over the demand?—No, sir.

6563. If not, must not the cab business, from point of view of the master, and of the public regulation of the cab trade, be in a very bad condition and disorganised, when half the working hours of the horse and man have to be with an empty cab?—The privileged fare would stop that materially.

6564. A great deal?—Yes, the walking about.

6565. Do you think that 'busses could be run on a similar system, half the time of running to be without fares?—Not half the time, because there is more wear and tear to a 'bus.

The witness withdrew.

[Mr. CUNYNGHAME in the Chair.]

Mr. THOMAS CRABBE called in and examined.

Mr. T. Crabbe.

6566. (*Chairman.*) You are a driver?—Yes, sir.

6567. Do you represent any institution?—No, sir.

6568. Are you a unionist or a non-unionist?—Trade unionist.

6569. Will you give us your opinion of the privileged system in railway stations?—Yes, sir; to my mind it is utterly illegal.

6570. (*Mr. Whitmore.*) Illegal?—Yes, illegal. There is no law that I can find to make it legal.

6571. (*Chairman.*) Is the reason you think it illegal because the cab-stands in stations have not been nominated by the Commissioner of Police?—Not appointed.

6572. That is the point, is it not?—That is the point.

6573. Are you aware that that point has been overruled in the Supreme Court—in a case by the Supreme Court?—No.

6574. Well, it is so. Would you like to say something more upon the point of illegality?—I say wherever one cab goes, I have a right to go.

6575. Ought to have a right to go, you mean. You have not that right now, but you ought to have it?—Yes. Mr. Matthews declared to me that a railway is a place where a cab has no right to stand, two years ago.

6576. Are you not aware that the stations are the private property of the railway company?—The private property?

6577. Yes?—No, sir.

6578. You do not think they are?—No. The Act of Parliament says they are a public place, because they are appointed; 16 and 17 Victoria, I think you will find it.

6579. Do you think it would work well if the railway stations were open to the public?—I am sure of it.

6580. Do you think the railways would get a sufficient amount of cabs?—I am sure of it.

6581. Would you have them pay a penny, on the Waterloo system?—Certainly.

6582. You think that would act well?—The Waterloo Station had 1,800 cabs, on the 31st July, in one day; that I am sure of.

6583. Do you drive a privileged cab yourself?—No, sir.

6584. Have you ever driven one?—Yes, sir; 20 years ago.

6585. You did 20 years ago?—Yes, for four months.

6586. Why did you stop driving it?—Because you cannot live with the privileged drivers; they are too greedy, too paltry-spirited; they will not let you work fair.

6587. Mr. Crabbe, would you kindly tell us what conduct it is that is evidence that a man is paltry-spirited?—You mean the privileged driver?

6588. Yes?—If you drive a privileged cab, and paid a fair price, you would find you would be pointed out and be told you must either slip up or pay a shilling or two short or get stopped, that is to say, a less price than you have undertaken to pay. That is the privileged driver. I am speaking of 20 years ago; if you paid the full amount, I was told by a master even myself, if I did not slip up he would have to get rid of me, as the men grumbled because they were afraid they would have to pay a shilling or more for the cab.

6589. You mean the paltry spirit is the paying of the extra sum to the proprietor?—I paid a fair price; my price for the cab is 10*s.* 6*d.* a day, and that is a fair price all the year round.

6590. And you objected to pay 10*s.* 6*d.*?—No. The men objected to my paying 10*s.* 6*d.* They wanted me to pay a shilling or two less. The privileged cabdriver says he robs the streets of 6*s.* a day to pay the master's demand.

6591. (*Mr. Whitmore.*) Robs the streets?—Privileged cabs out here know they could not get their money out of the rail; they have to get it out in the streets.

6592. (*Mr. Burns.*) You mean, Mr. Crabbe, that if a privileged cabdriver in the railway station agrees to pay 12*s.* a day to the master for the cab, he cannot do it from the earnings off the station?—He could not do it.

6593. He is able to earn that money by taking four or five fares in the street?—Certainly, that is what I grumble about.

6594. The high price?—No, it is privileged cabs at railway stations. At the Great Eastern you can borrow a shilling to keep your place; a halfpenny on a shilling a day, that is 1,300 per cent.

6595. (*Chairman.*) Whom do you borrow the money from?—Any of the men in the yard, horsekeepers, or anybody else.

6596. In order to pay the fees?—Yes, sir, that is what made cabbing so poor at the Great Eastern. That was the cause of the strike this year.

6597. Have you any opinion, Mr. Crabbe, upon the 4-mile radius; do you think that ought to be extended, or made smaller, or remain as it is?—I should let it be, with one alteration—that the cabmen come in the same as we go outside the circle.

6598. Let them come in on the same terms as you go out?—Just so. Everybody pay the same price out as in.

6599. In what part of London do you chiefly take up your fares?—North London.

6600. Would you be in favour of limiting the number of licences for cabs or drivers?—I would not limit either.

6601. Why not?—I should say, let everybody have fair play—everybody live as myself. I do not care who comes in opposition to me.

6602. (*Mr. Whitmore*) Can they live if there are too many?—Give a cabman open rails he would be able to pay 2*s.* 6*d.* a day more for his cab than he pays now.

6603. (*Chairman.*) Have you any other points you think it desirable to bring forward before the Committee?—No, nothing but the privileged system I want.

6604. (*Mr. Burns.*) Do I gather from you, Mr. Crabbe, that there would not be too many cabs in the streets of London if the places where the privileged cabs now ply were thrown open to privileged cabs and non-privileged cabs?—Certainly not.

6605. Do you believe, Mr. Crabbe that, hour for hour that the cabmen are now in the streets of London, they take home as much money to their wives, after they have paid the masters, as they did 10, 15, 20 years ago?—No, certainly not.

6606. How much could you earn on the streets of London 15 or 20 years ago?—These last two days 7*s.* 2*d.* I earned on the street. That is the reason I object to the privilege. I have not paid a farthing to the master for it, he has to wait.

6607. How long have you been with your present master?—Four or five years. I have only had three places in 20 years; not a very bad one.

6608. Generally speaking cabmen have to stay on the streets longer now to earn the same money than they did 10 or 15 years ago?—I was 11 hours yesterday at the "Brecknock," but I could not have done that at a railway station. You know that is our drawback, the one-horse 'bus and the privileged system. They rob us of 170,000*l.* a year. It is 21*l.* 5*s.* for every cab that is not privileged. I mean this, by the one-horse 'bus there is 60,000*l.* a year taken out of the cab trade. privilege money, 10,000*l.* and privileged cabs, 100,000*l.* —170,000. Eight thousand not privileged cabs.

6609. You contend that that amount of money should be distributed over the existing privileged and non-privileged cabs by opening the stations to all?—Certainly, that is all I ask for, fair play.

6610. On an average, how much have you earned during the last year?—About 12*s.*

6611. How much for yourself?—About 4*s.* 6*d.*

6612. Twelve years ago what did you average?—Twelve years ago I do not think I was driving a cab. Oh, about 2*l.* a week then. That was before the one-horse 'bus came about.

6613. And, generally speaking, you think the cab trade, from the men's point of view, is not so good as it was?—It is not so good for the driver. There is one thing about it, if the privilege were done away with we should have a fairer chance. I should get 40*l.* a year more, 2*s.* 6*d.* a day.

6614. (*Mr. Whitmore.*) How should you be sure of getting your cab into a railway station?—I should have to wait my turn. There are 20 stations in London

6615. That is what puzzles me in your view. I do not understand why necessarily it should be so profitable to you if the privileged system were done away with?—In the first place, the Great Northern has 50 privileged cabs; that would be filled all day long, would it not?

6616. No doubt?—The Great Eastern the same—150 privileged cabs; they would be all there. They are outside in the City of London now. The Great Western at Paddington—there is room for 300 cabs at the Great Western. London Bridge——

6617. My point is this: it is desirable to every cabman to get into the station?—That is the only work there is.

6618. There are many more cabs than can find room in the station?—You could put 3,000 cabs into the station ranks—only 10,000 cabs licensed within 15 miles of Charing Cross; not above 9,000 cabs in the 4-mile circle.

6619. Still, you would not yourself be sure of getting your cab in when you wanted?—I should have the rank and the streets. I have got two chances to one, the same as the railway man has now.

6620. You think it makes so much difference in your favour?—It would do so certainly.

6621. (*Mr. Burns.*) Do you believe, Mr. Crabbe, that if the privilege were abolished, and all railway stations were open to all cabs, that many people who now ride in 'busses because the privileged cabs are frequently not there, would take non-privileged cabs which then would have the right of admission?—I understand you to mean that the one-horse 'bus is the thing that takes the cab job.

6622. I am not talking of the one-horse 'bus. You said if the railway stations were open to all cabmen you could earn more money than you now do?—Certainly.

6623. Is not that partly due to the fact that when the privileged cabs are exhausted, people who would ride in a cab prefer to take a 'bus because there is no street cab?—Certainly. I am prosecuting the Great Northern now for breaking the law, at least, Mr. Asquith is. I have got his letter here.

6624. (*Mr. Whitmore.*) You are rather fond of law, are you not, Mr. Crabbe?—Oh, yes, sir. That is the gentleman's letter. I should grumble if he did not do it.

6625. (*Mr. Burns.*) When the cabmen form a library, Mr. Crabbe, you will have to be librarian?—Yes, I have got a rare lot at home.

6626. (*Mr. Bayley.*) Mr. Crabbe, do I understand you to say that if you were a privileged driver you would earn 40*l.* a year more than you do now?—Certainly.

6627. Does that apply to all the non-privileged drivers?—Yes.

6628. Two thousand—that would make 80,000*l.* a year which you think would come to the general cab trade if the privileged system were abolished?—Yes. I want it fair and equal.

6629. That is, assuming that the railway stations were all thrown open—you and everybody else allowed to go in with your cabs?—The number of cab jobs——

6630. You mean that if you and every other cab-driver had perfect freedom to go into these railway stations this 80,000*l.* a year would then come into your pockets?—Yes.

6631. But suppose the railway companies bought their own cabs?—They cannot.

6632. One moment. Suppose the railway companies bought their own cabs, and employed young men from the country and their own carmen to drive them, this 80,000*l.* a year would never come to you?—It will not so long as I live. I will not have it.

6633. You will not have it. But I am asking you the question, will the railway companies have it—buy their own cabs in the same way as Harrod's Stores have done—employ their own staff, young men from the country, to drive them; then you and the outside cabdrivers will not benefit?—The railway company cannot be drivers.

6634. Will you answer the question?—I should get no benefit that way.

6635. Nor the street cab?—No.

6636. The only effect of abolishing the privileged system would be to throw 1,500 or 2,000 cabdrivers out of employment?—No.

6637. Is not that so—that the effect of abolishing the privileged system would be to throw 1,500 or 2,000 men out of employment, and so instead of being a benefit to the trade, it would be a curse, would it not?—If that is the way you put it.

[*The Chairman resumed the chair.*]

6638–40. (*Mr. Lough.*) Supposing these 2,000 cabs belonging to the companies had the exclusive right of going into the stations, there would still be the privileged system you complain of?—Yes.

6641. At the same time they now ply for hire in the streets?—Yes.

6642. It would not abolish what you want to abolish?—No.

6643. It would not abolish the privilege system?—No.

6644. (*Chairman.*) It would put another on?—They could not ply for hire in the streets.

6645–6. (*Mr. Cunynghame.*) In that case, they could not drive in the streets?—We should not care even that way. If you put it that way, we would not care a bit as long as they could not come and ply for hire in the streets—take jobs from us in the streets.

The witness withdrew.

Mr. Alfred Mills called in and examined.

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6647. (*Chairman.*) Kindly tell us, as briefly as you can, what your views on the subject are. In the first place, I will ask you, what do you think of the examination of the drivers; do you think it is an efficient system?—As to the knowledge of London.

6648. And as to the power of driving?—Well, I think the more important matter in that direction is the power of driving or the knowledge of driving.

6649. Yes; do you think the inquiry is efficient as regards that?—No, I think there might be a more severe test in that direction.

6650. Is there any test at all now?—No, sir; not to my knowledge.

6651. There is a formality, as you are aware; they are obliged to bring a certificate from two householders that they have a competent knowledge?—That is so.

6652. Do you consider that a mere form?—I do not think so. What I mean by that is, that I think if the authorities looked closer into those who give the certificate, that will be a sufficient guarantee as to the *bona fides* of the applicant they licence.

6653. Yes. But as a matter of fact they do not. That is what I mean by asking you if it is a form. I did not understand that the authorities test the value of those certificates at all. They take them for what they are worth and act on them. I do not think they search out and inquire into the credibility of the witnesses on such a point as driving?—Well, what happens is this: Supposing I sign a man's requisition which I have to do as a proprietor, a police sergeant of the district in which I live would come to me and ask if that is my signature. I would answer accordingly, and then, "What do you know of the man; has he "been in your service so long?"—"Yes." "Is he "fit to hold a licence?"—"Yes" or "No," as the case might be; and that has been my experience the whole of the time I have been in the trade.

6654. Yes. You are in the trade and, therefore, your opinion would be worth something. Of course, these inquiries are not confined to people who are in the trade or have any knowledge of driving; as I understand, any two householders would do to give the certificate?—I am speaking more now as to the last employer. As a matter of fact, as a householder, I have filled up very few requisitions.

6655. That may be, but what the law requires is that this certificate of competence to drive should be filled up by two householders?—That is so.

6656. And they may or may not be judges of what constitutes a driver or a horseman?—Oh, there may be some looseness in that direction. It has come to my knowledge that certain persons may fill up a requisition, and that is deemed sufficient, and, perhaps, they do it without full inquiry into the character of the applicant.

6657. I am not suggesting that they fill it up and state what is not true, but they are not capable of knowing whether a man knows anything about a horse, or cab, or driving?—That may be so.

6658. That may be so in many instances. Unless a man is a driver himself he is not a competent judge of another man's driving, is he?—Most of those who make application for licences are those who have been employed as drivers—as cart boys.

6659. Ay, now we are coming to another question. I was asking you whether the system of testing their capability for driving is sufficient. I cannot pursue it any further. But do you think, roughly speaking, it is sufficient or insufficient?—I think it is sufficient, sir.

6660. You do; in spite all you have said just now?—I think so, because the driving test is when a man begins to drive.

6661. That is quite a different thing; that test is one which we can all apply. But I am speaking of the preliminary test before he is allowed to drive; you do not think it need be made any stricter than it is?—I do not think so, sir.

6662. Now, we get to the subject of the occupations from which the men come; do you say that the majority of men who get licences to drive cabs have been in the habit of driving before?—The younger members are lads who have driven carts, and so on; and then there are others of a more mature age who have been carmen; then there are horsekeepers, and then there may be a section of failures in other businesses.

6663. You have not counted the gentlemen's servants—I suppose there are a great many coachmen and grooms?—No doubt there are, sir.

6664. Then, taking all those different classes together, are you of opinion that the majority of cabmen have had some experience of driving before they come to be licensed?—I should say so, sir.

6665. What is your opinion about the fares, sixpenny fares. Do you think that the introduction of sixpenny fares would be a benefit?—Well, I am old enough to know when sixpenny fares were in existence, and I know there was great dissatisfaction at that time, and I have heard different opinions expressed as to introducing a sixpenny fare at present.

6666. (*Mr. Whitmore.*) Dissatisfaction amongst whom?—The drivers.

6667. (*Chairman.*) What is your own opinion?—Well, I think it is worth a test. But it must be narrowed down, not to take it on the outskirts, hills, and that. I think it would be worth trying, a sixpenny fare, say a two-mile radius from Charing Cross, simply as a test. I am only expressing my own opinion.

6668. Of course it is all speculative, but do you think that within some such limited area as that, the extra number of people who would take a cab when they could get it for 6*d.*, would compensate and more than compensate for the reduction of the fare?—The way it has been put to me by business men is this: Say they are in the Strand; they want to go to Temple Bar or Fleet Street; well, they do not care to go in a 'bus, but they would not mind 6*d.* for, perhaps say, two or three hundred yards. Just have that lift on a hot day or a wet day, and so on; well, I think that would compensate the cabman much better than walking about for an hour or so on the chance of getting a 1*s.* fare.

6669. Well, that is an answer to my question. I said, did you think that the increased number of people who would use a cab if they could get it at 6*d.*, would compensate and more than compensate for the less hire?—Yes.

6670. Within that narrow area—a limited area?—Yes.

6671. Pray direct your attention to that machine in the corner; have you in your experience had anything to do with mechanical contrivances of that kind for recording distances truthfully; in other words a taxameter?—Well, no, sir; my experience is very limited in that direction.

6672. Yes, every one's experience is limited about it. But have you had any at all; I mean have you ever seen such a thing in use on a cab?—Oh yes, I have.

6673. Have you ever driven a cab that had one on?—No, I have not.

6674. Do you happen to know, in the few cases where they have been used, whether they have been thought to be a success or not?—A failure, sir.

6675. Are you inclined to think that they might be made a success if they were more generally adopted?—No, I do not, sir.

6676. Now, about bilking. You are a driver yourself, are you?—Well, I have not driven now for five or six years, five years.

6677. But you have been a driver?—Yes, I have been in the trade 27 years, and I drove up to about five years ago.

6678. During the time you actually drove, did you have any experience of being bilked?—Only twice, sir, during the time I was driving.

6679. And from your inquiries amongst other people in the trade, should you think it is a common practice?—It is an alleged common practice, but I am only speaking from my own experience. I have been told over and over again that men have been "done," but my own experience is limited to two cases.

6680. But should you believe from the various grounds on which we can form an opinion on such a thing that it is a sufficiently crying evil to need special

legislation to deal with it?—Yes, I think something should be done.

6681. You think there is enough of it going on to require some alteration of the law?—Yes. It is done—of course, I hear this through being in the trade—it is done by certain individuals who make a common practice of it, and there are cases on record where certain individuals have made a common practice of doing it; and, of course, we were fairly well off in that direction up to the passing of the Summary Jurisdiction Act. Prior to that we could go to a police court and get redress; if the party refused to pay the magistrates had power to send the party to prison. But on the passing of the Summary Jurisdiction Act that power was removed, and it has remained in that condition ever since.

6682. Have you any views about the line which the alteration should take—if there is to be any alteration of the law with regard to bilking, what alteration would you suggest?—Well, as it stands now, a person may engage a cab and give a false name and address, and it is known to be a false name and address, and the police are powerless to interfere. If I may make a suggestion, I think that the police should have power to make full inquiries to see that that is a proper address that is given. I might instance a case that came under my notice. Two men engaged a cab to go to Richmond for a drive. They went to a certain hotel there, they had what they required, they told the cabman to put the horse up, and they would be back at a certain time. Just as that time arrived the hotel keeper sent out one of his servants to say that he could get no satisfaction from his fare—they had had all they wanted, and he could get no money, and what did he intend to do? He said, "do you not know them?" "No." "Oh, very well, they have given this address," and the landlord of the hotel gave the cabman the two addresses. The cabmen said, "Well, I am here, I may as well go back to London, and chance my luck." Getting to London, one of them jumped out of the cab at the corner of Tottenham Court Road, but the other one, being a little lame, could not get out, so the cabman stopped him, took him to the police station, and the address he gave was different to the one he gave to the hotel keeper, and yet the police were powerless to detain that man. The consequence was the cabman was done out of his fare.

6683. That would be an illustration. Now, what would be your remedy for that state of things?—I think the police should have power to make inquiry to see that that address was a correct one.

6684. (*Mr. Whitmore.*) Detaining him until they had made those inquiries?—Just so, detaining what was in this case a fraudulent hirer until sufficient inquiry took place to enable a man to proceed in some way or other to recover the fare.

6685. (*Chairman.*) Then it has been suggested to us by many witnesses that if he sees the man who has bilked him, if he meets him accidentally at a later time, that he should have the power to give him in charge summarily; do you agree to that?—I do not think there would be any hardship to a person who did a thing of that kind.

6686. There would be no hardship if it was the right man. But would it not open the door to false charges, giving in charge not the real culprit?—I quite recognise that difficulty. My opinion is this, having some knowledge of the world, it would be most inconvenient to a hirer in evening dress having changed his clothes without putting any silver in his pocket; he would say, "Call at such and such an address, cabman, "to-morrow, and I will pay you, and I will pay handsomely for your trouble." It would be rather hard on that gentleman to be locked up.

6687. Now, we are coming to a different sort of practice. If a man makes any show of paying or offers to pay, you reckon him in a different class; you do not call him a bilker technically. A bilker is one who has dodged out of the way. That is what most of our witnesses have defined as a bilker?—That is all right, sir; a man gets into a cab, and does not intend to pay for it.

6688. He does not make any pretence of paying, he shoots away. The case you have described is hardly what has been described to us as bilking hitherto. He goes through the show, at all events, of pretending that he intended to pay, and intends to pay, and so on; but we have had the word "bilking" limited to the people who simply disappear and say nothing about it?—Well, I might say what happened to one of my men last Saturday. He went to Hurst Park Races with a fare, and he took the precaution to draw half the agreed hire before the fare went away, and the fare never came back, so the man had to come from Hurst Park to London only having half what he agreed to start with. Well, I should call that a "bilker."

6689. Have you any opinion as to dividing cabs into classes, first and second class?—No, I do not think that would answer at all, sir.

6690. Not to have a better cab called first-class, and charging a higher fare to the passenger?—I do not think that would work, sir. I think it should be left to the licensing authority to decide whether a cab is fit for the public service or not.

6691-2. Then what are your opinions about the fees which are exacted; I believe you gave some evidence about that before the Labour Commission?—I think they are very excessive, sir.

6693. Would you go into that a little, and say what reduction you think ought to be made?—I saw in the "Echo" of last evening that Mr. Pennefather, Receiver of the Metropolitan Police, stated that the police lost 26,000*l.* per annum on the plate duty. Well, I am at a loss to know where that comes in, the 2*l.* plate. The police bore half the cost of supervision, and now they have to bear the whole of it. The staff for passing cabs is not greater now than it was 25 years ago, but I have had it hinted to me that they want to make a charge on the cab trade for the police who regulate the traffic. Well, if they are going to tax us in that direction over and above what we pay in the rates, then they should tax other owners of vehicular traffic.

6694. (*Mr. John Burns.*) You consider that there are too many cabs on the streets?—I think it would be better all round if there were less.

6695. By what amount?—Well, that is hard to say, but there is a reduction going on now by a natural process.

6696. But is that sufficient in your opinion?—I think it will regulate itself in time. My own opinion is that some of the oldest things should be removed from off the streets, and that would reduce the numbers very materially.

6697. Then, although in favour of a reduction of the number of cabs in the streets of London, you are not in favour of it being done by limiting the number of licences?—No, I do not think that would work at all.

6698. You are for a reduction of the number of cabs by increasing the superiority of the article?—Just so.

6699. And also the qualification of the driver?—Just so.

6700. (*Mr Keogh.*) Do you work the one-horse system?—No, I do not, sir.

6701. Is it all two horses?—Yes, sir.

6702. How many hours do your men work do you think a day?—Well, that depends very much upon the men. Some men find 12 hours enough, some find 14 not enough.

6702A. Do any work more than 14?—No, I should say not.

6703. That is, in both cases, on the box?—No, from the time they go out in the morning till they come home at night.

6704. And you give them two horses for that?—Well they get two horses, and then there are spare horses, of course.

6705. Have you any idea what they make themselves, the drivers?—Well, I think they get a very good living.

6706. What weekly wages do you think they make if they are fairly industrious?—I should say they make quite 30*s.* per week after paying all their expenses. I might say that I earned a great deal more than that when I drove a cab.

6707. (*Chairman.*) Would you put it at 30*s.* per week now?—I say 30*s.* and above.

6708. How does that compare with what was made, say 15 years ago, should you suppose better or worse?—I should say the man is quite as well off now as he was 15 or 20 years ago. For instance, I have known

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the time since I drove a cab, you could go out in the autumn, when everybody was out of town, and scarcely get a fare all day, but that does not happen so now.

6709. (*Mr Lough.*) One other question on the sixpenny fares. You said that, subject to restrictions, you were in favour of them?—I think it might well be tried.

6710. I want to put a direct question to you. Would you be in favour of sixpenny fares from 9 o'clock in the morning till 6 o'clock in the evening, for one mile?—Personally I should within that restriction, the narrow limit.

6711. (*Mr Hopwood.*) Is the 30*s.* you earn over and above what you pay for your dinner and tea?—The cabmen reckon nothing at all what they spend out.

6712. (*Chairman.*) I think what Mr. Hopwood means is this, do you mean 30*s.* over and above what he pays for his meals, or including that?—Oh, over and above.

6713. After he has paid for his meal?—Well, to put it in cabmen's phraseology, "There is a dollar for mother."

6714. (*Mr. Hopwood.*) Do you not think that the sums paid for licences at the present time, both by the proprietor and the driver, are excessive?—For the licence?

6715–16. Yes?—Oh, yes, I should say that they are too excessive.

6717. Too much for what is done by the authorities in return?—I think too much in themselves, and it is a breach of the arrangement made at the time the new 1869 Act was passed. Then it was understood that the cost of supervision was to be borne by the proprietors, and they were only to be charged a licence fee to cover the cost of supervision.

6718. But you would not be averse to pay the existing sums for licences if the supervision were more effective?—Yes, I object to pay in any case.

6719. Then how would you have the supervision paid for?—By the owner of a cab, and we say we pay more than sufficient.

6720. I am speaking both of the sums paid by the owners, and the sums paid by the drivers for licences?—I am speaking from the owners' point of view now. We pay 2*l.* 15*s.*; 2*l.* for the police licence, and 15*s.* for the carriage tax, which we never ought to have paid; that is agreed by all parties who know anything at all about the matter, that it was never intended that we should pay that tax, but having started with it we have been fixed with it ever since, and my own opinion is that it was never legalised until 1884, when Mr. Childers reduced the four-wheeled cab from 2*l.* 2*s.* 0*d.* to 15*s.*, and then legalised it; it was never legal before that.

6721. I understand you do not object to pay the 40*s.*, but you object to pay the carriage tax as well?—Just so. I look upon a cab as a trade vehicle. The baker, and the brewer, and all those people do not pay any carriage tax.

6722. Then you are in favour, you say, of further supervision by the authorities of cabs, horses, and men, but at the same time you suggest that the income which is paid to the authorities should be cut down. Given better supervision, I suppose you would admit that the present income would be necessary to keep it going?—No, I have not found fault with supervision yet.

6723. You suggest that the number of cabs can best be limited by a better system of inspection both of drivers and of cabs?—Just so. Well, the man who passes the cab now, if it were clearly made known to him that he was only to pass cabs which were up to a certain standard, it would be no more trouble to pass a good cab than it would be an inferior cab, so they would not require an extra staff.

6724. You think the existing staff would be sufficient?—Just so.

6725. (*Mr. John Burns.*) What is your view about privilege?—Oh, I think it would be a good thing if it were done away with.

6726. For what reasons?—I think there is a great deal of unnecessary going to and fro through the privilege system, and I think that is fully set forth in my evidence before the Labour Commission.

6727. And it would remove congestion in the streets and round railway stations?—I believe so.

6728. And it would confer comfort and convenience on the railway passengers, the horse, the men, and the general outside public?—And it would do away with a great deal of friction between privileged men and non-privileged men.

6729. Do you agree, as has been stated by some advocates of privilege, that privilege property is better than street property?—In some cases it is, and in others it is not. There is one thing I would like to say, sir, with regard to the action of the officers of the Royal Society for the Prevention of Cruelty to Animals. I do not know whether that question has been gone into in this enquiry or not.

6730. (*Chairman.*) Yes?—I may say I have the opinion, and that is endorsed by a large number of cabowners and drivers, that the control in that direction should be left entirely to the licensing authority, whoever it may be. We have found most glaring cases in connexion with the Royal Society for the Prevention of Cruelty to Animals, and the way they conduct their prosecution is most unfair all round. Two magistrates in particular are very prejudiced in those cases, in fact they will not hear veterinary evidence, in fact one has gone the length of saying he would not believe the whole Veterinary College if they came and swore a certain thing if he had made up his mind that it was another thing; and I have had some experience in that, for my own brother was dragged off his cab by one of the Society's officers and locked up in a cell all night, and the horse was taken to a green yard. It was a young five-year-old mare, nothing at all the matter with it; she must have ricked herself prior. My brother took a fare from the City to the West End; it was a four-wheeled cab, put his cab on St. James' Hall rank, and got off there after being on the rank two hours and a half, and then the mare went the least bit stiff. This particular man I am speaking about, who was very touchy in that direction, rushed out, pulled my brother off the box, gave him into the hands of the policeman, and he was locked up all night. The mare was brought to the police station and kept there four hours outside the police station, upon a bitter cold day; she had no food nor water, nor any covering, and the job cost me 10*l.*

6731. (*Mr. Bayley.*) Would you mention that case where the magistrate said he would not believe the whole College of Veterinary Surgeons if they came before him?—Yes, that was the case.

6732. Was this the case in which that happened?—No, it was not.

6733. Would you mention that case?—In the case where the magistrate made that statement he fined the man 40*s.*, or a month, and we appealed against that, and it cost us nearly 100*l.* to appeal against it. No, it was 14 days' hard labour, that was the sentence, and there was eminent veterinary evidence to show that the horse was sound and was fit to work, and notwithstanding that the magistrate gave the man 14 days' hard labour.

6734. (*Mr. Hopwood.*) Without the option of a fine?—Without the option of a fine. We appealed against that, and it cost us 100*l.* to appeal, and the only redress we got from that was that the 14 days' hard labour was altered to the 40*s.* fine.* I know innumerable instances. A man had only two horses, it cost him 14*l.* before he got out of the court. It was a case of a five-year old mare that had simply ricked herself, going along, and then dropped suddenly lame, it cost him 13*l.*; that was at the same court.

6735. (*Mr. Bayley.*) You had better tell us which court that was?—Westminster, and the Marlborough Street too. I will tell you the name of the magistrate, if you please.

6736. (*Mr. Cunynghame.*) Would you tell us which court it was that confirmed the decision of the Westminster Court, on a question of fact; you see it is important?—That was the Middlesex Sessions.

6737. The Middlesex Quarter Sessions?—I believe it is called the County of London Sessions now, at Clerkenwell.

6738. (*Mr. Bayley.*) Did the defendant produce veterinary surgeons as witnesses in favour of the proprietor?—Professor Hunting.

6739. Who else?—Mr. Williams, the Queen's veterinary, and Mr. Dollar, of Bond Street.

6740. Who else?—And Mr. Ridler, and two County Council Inspectors.

6741. Professor Hunting is a Government Inspector?—Yes.

6742. Did the magistrate say he would not believe them?—Well, he said he would not believe the whole Veterinary College "if you bring them here."

6743. (*Mr. Cunynghame.*) Now, will you answer me a question. Supposing the whole College of Veterinary Surgeons came and gave evidence as to something, and you from other causes were absolutely convinced that they were wrong, would you believe them then?—I mention this matter——

6744. Would you answer my question?—I do not quite catch it.

6745. Supposing you had seen a thing with your own eyes, and the College of Veterinary Surgeons came and told you you had not, would you believe them, just answer, yes or no; of course you would not?—Well, I should use my own judgment certainly.

6746. Exactly, and therefore what I want to point out to you is that it is not merely enough to say that a magistrate said that the case was so clear that he would not believe the whole College of Veterinary Surgeons: it is not enough to say that to make out that he was necessarily wrong, is it? There might be cases in which that remark would be a perfectly legitimate one, might there not?—I should say in that case——

6747. Would you answer me first. Might there not be cases in which such a remark would a very just and fair one?—I do not think in a case of that character, sir.

6748. (*Mr. Lough.*) You mention the greenyard in connexion with that mare of yours?—Yes.

6749. Are there many greenyards now in London?—Not many, sir.

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6750. How many do you know in number?—There are very few police stations that have any accommodation at all for horses, so they are sent to the nearest livery stable or carman, even cab yards they send them to.

6751. Can you tell us where there is a greenyard?—Well, the only one I know of, a greenyard proper, is in the City.

6752. Where is that?—In Whitecross Street, it is a very nice place; it is a livery stable keeper's, but they charge you 6*s.* if a horse is only there five minutes.

6753. They charge you 6*s.* Do you know what they charge you for a day?—If a horse is put up for the day?

6754. Yes?—I could put up a horse any day for 3*s.* 6*d.*

6755. Say a horse is brought in by the officers of the Royal Society for the Prevention of Cruelty to Animals to the Whitecross Street greenyard?—They would not do that, because it has the police in the City.

6756. Do you know of any greenyard into which the officers of the Royal Society for the Prevention of Cruelty to Animals put horses?—Yes, of course, they would be sent from the nearest police station, for instance, Westminster would send to Horseferry Road; there is a carman and contractor in the Horseferry Road who is appointed by the authorities.

6757. That is not it; really you are not marking my question. I want to know about the greenyard, I do not want to know about livery stables and carmen?—I do not know any.

6758. You do not know a greenyard in London?—No.

6759. (*Chairman.*) You only know one in Whitecross Street?—Only one that is a greenyard proper, and that acts for the City.

The witness withdrew.

Mr. C. Scotter called in and examined.

Mr. C. Scotter.

6760. (*Chairman.*) You are the general manager of the London and South-Western Railway Company?—Yes.

6761. We wish to have some information from you about the open system which we believe obtains at Waterloo?—What is termed the open system has really been in operation at Waterloo for more than 30 years. I believe I am correct in saying that it has been in operation ever since the station was built.

6762. Which was how long ago about?—Nearly 50 years. I cannot trace any record of any other system being in operation, and our oldest member of the staff is of opinion that it began when the station was opened, and it is in operation to-day. The open system is, as far as we are concerned, this, that we admit anyone to the yard on payment of 1*d.*, and we provide what we consider is very excellent accommodation for the men in the shape of a shelter for their horses and cabs, and in the shape also of a very liberal canteen which the company provide, and which is run by Spiers and Pond on a most moderate tariff, and there the men can either get their food or may take their own food, for there is a kitchen attached, and for a nominal sum can get it cooked. There is also a shelter or canteen provided by a society called the Cabmen's Shelter Society; it has got its offices in Westminster; I do not know much about it.

6763. Do you mean the same sort of thing that one sees on the street?—Yes, the same sort of thing, only on a very much enlarged scale. In the open yard there is shelter accommodation for 30 cabmen to sit down and get their food at one time. Well, then, the entrance to our yard is in York Road. There is first the entrance, then there are three or four arches, all of which are under the station leading to the centre of the station, which is at the top where the cabs stand, and I think from first to last we can take in and accommodate about 300 cabs. You have got it on some of my notes; I think, it is about 300 cabs.

6764. In round numbers 200 can be accommodated under shelter and 70 within the cab yard?—That is correct, sir.

6765. And you provide sanitary accommodation for hem too?—Yes, latrines are provided for the cabmen as well, and then, of course, the arches are lighted by gas.

6766–9. Has any alteration obtained in your system since 1891?—Yes, up to 1891 what we call the South station, that is, the station yard which is used for the departure platforms, and for the arrival of what we call the Hampton Court service, the entrance to which is from the York Road, and from the Waterloo Bridge Road from the other side. That particular part of the station yard was open free to all comers. Any cab could come in and go out just as it liked, but it became an intolerable nuisance. In the first place, when cabs were wanted they were not there, and in the second place, we had no control over the men; we did not know them, they came for one trip, and went away, and we never saw them again, perhaps, for a lengthened period; we had no control over them in any shape or form, and they sometimes assembled in large numbers, and blocked up the station yard, which, as I told you, is used largely for the departure platforms, and necessarily must be kept pretty clear for cabs arriving with luggage at the station. The consequence was that I decided to do away with the old system, and to give a licence or a privilege to 20 cabmen. As distinguished from a cab proprietor, we give the privilege to the cabmen.

6770. (*Chairman.*) So I understand. Would you, please, explain that distinction a little, how it works?—Yes, if you will allow me, sir. We first began with 20 cabmen, we selected 20 men with decent cabs, we put the arrangements before them, and they agreed willingly to abide by our regulations, to stand at this particular part of the yard, to meet the requirements of the public, and to pay our 2*s.* per week. We found 20 was not quite sufficient; we increased that to 25, and those 25 men from that time to this have used the yard, and I believe have served the public; they have served us very well, they have served the public very well, and I believe they have done very well for themselves. We get a little better cab, we get our regulations carried out, we place them where we want them, and we have always a supply for the public throughout the day. Whereas, before 1891, sometimes in the middle of the day we had nothing, and very often at night not a cab could be got.

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6771. (*Mr. Whitmore.*) Do not non-privileged cabs go to that station now?—No, we keep that exclusively for these privileged cabs.

6772. (*Chairman.*) Then would you kindly explain the point about privileging the men, and not the proprietors?—When first we began the arrangement in 1891 the idea was to have ten cabs, and there were some men that had constantly attended the yard—a few—and our superintendent spoke to them and asked them if they would like to have the exclusive privilege of standing in this yard, and they said yes they should indeed, and it began really with negotiating with the men themselves. We have had applications from proprietors, and I have had a good deal of pressure brought to bear upon me during the last few years to alter the open system into a system of privileged cabs at so much per week, but I have resisted it up to the present time, because Waterloo Station, as you know, is a very large station with an enormous traffic. I believe that the public are served as well with cabs at Waterloo as at any other station except, perhaps, Paddington, where they have a better class of cab, a privileged cab, but at any other station, King's Cross, St. Pancras, or any other station, I do not see any difference in the cabs plying for hire although privileged, from the cabs plying for hire at Waterloo, where they are not privileged.

6773. (*Mr. Hopwood.*) Do you not think that the privileged cabs at the stations you name are rather worse than the cabs are at Waterloo?—No, I would not put it so high as that. I do not see any difference between the cabs that come into our station casually, paying their penny, and plying for hire, and those cabs which are privileged attending other stations, except at the Great Western, where, I believe, they have 300 or 400 cabs of a superior type.

6774. If you arrived at Victoria without luggage, would you not rather walk outside to get a cab than take one in the yard?—I do not think so. I go very little to Victoria Station, so I do not know that.

6775. (*Chairman.*) I wanted to find out what the advantage is in your view of your system of privileging the men and not the employer. I understand that you do think that your existing arrangement is a preferable one, but in what respect is it preferable to an arrangement by which you would privilege an employer, an owner of 20 cabs, for instance?—I say that we began by privileging the men because it was such a limited number of cabs that we required for that particular place, and that we found the arrangement to work very satisfactorily, and we have had no reason to change it.

6777. You see no reason for changing it?—We see no reason for changing it. I think the men like it. I do know this, those particular men are rather a superior class of men; for instance, they were always in attendance during the whole of this strike; we never had the slightest difficulty with any of these men, neither had we any difficulty with the men at the station. I have a return of the number of cabs using Waterloo Ststion, paying the penny you know, for the last 12 months, and it is a remarkable fact that the number during the month of the strike was nearly the same as it was the corresponding period of last year, when there was no strike.

6778. Then I understand you to be thoroughly satisfied, and think that the public are thoroughly satisfied with your double arrangement, the open station on the one side, and the privilege part on the other?—I think so.

6779. You would not willingly give up either?—I would not willingly give up either. I think for what I call the south station we must have some system similar to what we have got, because it would never pay, for instance, to allow cabs to come in there paying a penny. To begin with, the demand for cabs in the south station is limited; it is merely the arrival of these short distance trains, the Hampton Court service, and the Leatherhead service, and those services are principally residential people, and not people to constantly use cabs, and therefore the demand on that particular station is limited. Then the access to the station. There are two wide accesses, one from the Waterloo Road and one from the York Road, and it would require four policemen to take the toll of a penny for the sake of the few cabs that would come and ply for hire at that place. Therefore we should get 1*s.*, and it would cost us 4*s.* perhaps.

6780. (*Mr. John Burns.*) May I at this point ask you if it is not a fact that the reasons which have induced you to have a privileged system at the south station are rather financial and physical, than a desire to break up the non-privileged system which prevails in other yards?—I do not think the question of finance ever entered into the question.

6781. For instance, you say four policemen would be required to collect the tolls; surely that is a financial consideration?—I say that now, but when the arrangement was made, I do not think a financial consideration ever entered into the mind of myself or my superintendent.

6782. That must have been one of the factors surely, Mr. Scotter, in varying from the opinion of the privileged system?—It may have been a factor. It has only occurred to me now you mention that particular fact; it has never occurred to me before.

6783. Is not the main reason, I speak with some knowledge of your system on which you have got the privileged system, the structural difficulty of the approaches to your station?—In a great measure it is so.

6784. (*Mr. Whitmore.*) And in the event of access being possible to the south station under the same conditions as to the other parts by non-privileged cabs, you would not voluntarily have established the privilege system?—No, we should not.

6785. But that consideration in favour of the privilege system—the physical consideration—would apply of course in the case of all other railway stations in which the same physical considerations existed?—Yes. Well, I speak for the South-Western, I will not speak for any other company.

6786. (*Mr. John Burns.*) There is not another railway station in London built on arches to the same extent as yours is?—No, I do not think so.

6787. (*Chairman.*) Perhaps you would not feel disposed to give any general opinion on the subject of the merits of the two systems, privileged and non-privileged; you prefer to speak entirely of your own experience at your own station?—Well, I must say, all conditions being equal, that is to say, as the honourable member has pointed out, if we could check the entrance, and have one certain entrance to the south station, we should have the open system throughout the whole of our station. I prefer the open system, I think it is fair. You see a man may pay 1*d.* when he could not afford to pay 2*s.* I do not know what are the other companies' charges, but I believe it is lower than most of them.

6788. (*Mr. John Burns.*) Some pay 8*d.* a day?—I do not know what it is.

6789. Some proprietors pay 8*d.* and the men have to pay 1*s.*?—I must say that the complaints that I get of excessive charges of cabmen and abusive language, or refusing to take up fares from the station, or general complaints of misconduct, are exceedingly few, and from the inquiries I have made of our police superintendents during a recent period, I am satisfied that, taking into consideration the enormous number of cabmen visiting our station, I do not know whether I have given the figure, but more than 300,000 cabs entered the York Road entrance during the last year, I say, taking into consideration the enormous number of men that have used the station—a peculiar class of men—complaints have been exceedingly few, and the complaints of our own police, who supervise all our arrangements, have been exceedingly few, and on the whole I do not know of any system that could work more satisfactorily than the system we have got in operation at that station. I do not know whether, sir, that answers your question as to my views. Would it be of any interest to the Committee to have the figures for the 12 months?

6790–2. (*Chairman.*) Yes, certainly, and would you kindly tell us your arrangements about the 'busses?—The private 'busses you mean?

6793. Yes?—The private 'busses belong to the London City Omnibus Company, I think it is called, not the General Omnibus Company.

6794. (*Mr. John Burns.*) The Metropolitan Omnibus Company?—Yes, the Metropolitan Omnibus Company.

6795. (*Mr. Whitmore.*) You have none of your own?—We have none of our own.

6796. (*Mr. Lough.*) I do not think that is a private 'bus, Mr. Chairman, in our sense.

6797. (*Mr. John Burns.*) The 'busses are those which ply from your station at Waterloo, and go down Stamford Street, over Blackfriars Bridge. They are not private 'busses in the sense that they run without a plate, and receive no 1*d.* or 2*d.* fares from the public?—There is an omnibus company. Although I accepted the honourable member's suggestion, I think it is called the Railways and Metropolitan Omnibus Company.

6798. The Railways and Metropolitan Omnibus Company?—They run public 'busses from Waterloo Station to the City, and they also supply the private 'busses which used to be supplied by a man named Barwick. Now they are supplied by this company. We have nothing whatever to do with them; they simply supply them as required. Then, sir, if you will allow me I will give you a statement for the monthly totals.

6799. (*Chairman.*) Would you please hand it in?—Yes, there are 303,000, I see, in the York Road entrance.

LONDON AND SOUTH WESTERN RAILWAY.

PARTICULARS showing the Number of Cabs that entered the Yard on the Main Line arrival side to ply for hire for the 12 months from July 1893 to June 1894 inclusive.

Month.	Number of Cabs.	Amount.
1893.		£ *s.* *d.*
July	31,136	129 14 8
August	34,516	143 16 4
September	32,283	134 10 3
October	26,115	108 16 3
November	20,678	86 3 2
December	22,999	95 16 7
1894.		
January	21,096	87 18 0
February	17,495	72 17 11
March	22,520	93 16 8
April	25,906	107 18 10
May	23,854	99 7 10
June	25,102	104 11 10
Gross total	303,700	1,265 8 4

6800. (*Mr. Cunynghame.*) Does that statement you have put in show the receipts and expenditure the money received for penny tolls?—It shows the receipts from penny tolls but not the expenditure.

6801. What is the total amount you have received in the course of the year from penny tolls, and secondly, the total amount you receive from the 2*s.* a week for the privilege station you have told us of; have you got those two totals?—I have got the totals for the penny tolls; it is on the sheet; the total amount of pennies received during the 12 months amounted to 1,265*l.* 8*s.* 4*d.* I have not got the other but I can easily tell you.

6802. The others would make about 100*l.* a year?—About 100*l.* a year.

6803. That is about 1,300*l.* a year?—Which is about 1,300*l.* a year.

6804. Can you give us an idea, roughly, of what the expenses are that that 1,300*l.* a year represents. I presume the reason for taking the penny is that it pays for certain expenses consequent on these cabs coming there?—Yes.

6805. Can you give us an idea of what those expenses are?—Not the slightest.

6806. Well, but if you say that the 1,300*l.* is taken on the ground that it covers certain expenses, logically one ought to be able to say what the expenses are that it covers?—Yes, if I had known that the question would have been asked of course I should have made inquiry and ascertained the number of men employed, the value of the arch with the cantcen, the cost of lighting the arches, the cost of paving, and all the other incidental costs in connexion with it, but I have not got it.

6807. I will take one of those items; would it be fair to put such a thing as the cost of lighting the arches; you would be obliged to incur that, I suspect, under any system of lighting the arches?—Not if the cabs were not there at all.

6808. Though no cabs entered the station, but only private carriages? You would be brought to book by some of the authorities if you did not light the arches, and left them in a dangerous condition, would you not?—Let me clearly understand; if you want me to make a statement of what I consider the just and reasonable expenses in connexion with the cab business I can give it, but I cannot give it now.

6809. It struck me one of your points was that the lighting of the arches was justly so chargeable?—It is for you to decide whether it is justly or unjustly, but it is an expense.

6810. It is an expense: whether that ought to stand over against the 1,300*l.* would be a matter of opinion?—Yes.

6811. (*Chairman.*) Would you be so kind as to get out those expenses and let us have them on paper; if it is not giving you too much trouble, it would be very interesting?—Yes.

6812. (*Mr. Cunynghame.*) Can you give us about the number of private omnibuses, pre-ordered omnibuses, that are used at your station in the course of the year?—I have not got it with me, but I know there are about 20 in existence.

6813. That are used from day to day?—I cannot tell you that.

6814. And are a considerable convenience to the public?—We have nothing whatever to do with them.

6815. You take the orders for them?—No, we have nothing whatever to do with them; there is an office on the station, a 'bus office.

6816. It is said by some people that these omnibuses stand in the station, and practically ply for hire; do you know anything of that?—No, I do not believe it.

6817. You have known of no cases of that?—I have known of no cases of that; I do not believe they would, there is no room for them. I do not believe they are standing there unless they are ordered. If they are it is contrary to what, I believe, is the practice.

6818. The most that would be done would be that if a person who ordered them did not take them, and somebody came who wanted them they might be handed over to him?—Oh, I suppose so, but we have nothing whatever to do with them.

6819. (*Mr. Lough.*) This is very important; then you do not know that if A. B. ordered a 'bus and did not come, X. Y., who arrived instead, could take it?—I should think that, as a matter of fact, that 'busman would accept the new comer; I should think so; I do not know.

6820. (*Mr. John Burns.*) Under the open system, Mr. Scotter, you have very little fault to find with the general character and behaviour of the men indiscriminately admitted?—No, I think I tried to make that very plain, that taking into consideration the enormous number of men the offences, I do not say it offensively, but I mean the complaints, we will say, of minor offences, are very few.

6821. Under the open system, at Waterloo, have you ever received complaints from the police of congestion of cab traffic outside Waterloo Station?—No.

6822. You think that the open system that prevails at your station at Waterloo tends rather to diminish congestion of cab traffic than otherwise?—Well, by some mode which I cannot fathom, the supply somehow or other seems to be about equal to the demand, and how it is arrived at, and how they manage it, I do not know, but I suppose there is some communication between the men inside and the men outside, and they know as well as I do the number of cabs that are inside, and if there is a certain number, I do not think the men stand they go off and see if they cannot get employment elsewhere, therefore I have never seen what you may term a block of cabs waiting to get into the York Road. I have seen a long line, but they only stand one deep.

6823. Then, under the open system, have you ever had complaints from railway passengers intending to use a cab about insufficient supply?—No, I cannot call to mind a complaint; you must take this with a little reservation. For instance, last night an American steamer arrived at Southampton with 1,000 passengers.

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Well, that is an enormous number to be landed into Waterloo Station within 40 minutes.

6824. (*Mr. Whitmore.*) They came up in consecutive trains?—They came up by trains arriving within 10 minutes of each other, and with an enormous amount of luggage. It is possible and probable, and in fact it does occur, that sometimes the passengers by the second and third trains have to wait a few minutes until the cabs return, or until new cabs come in.

6825. (*Mr. John Burns.*) That is an extraordinary thing?—That is an extraordinary thing.

6826. (*Mr. Whitmore.*) That would occur, although the station at the time were absolutely full of cabs?—That would, you see all those people who come from America want cabs.

6827. (*Mr. John Burns.*) Under ordinary circumstances the supply of cabs in your station is equal to the demand; there is no complaint as to the character of the men, and you have not received complaints about the congestion of traffic outside?—Well, with the modification which I rather put upon it, that the complaints from the public are exceedingly few, and the complaints against the men are exceedingly few, but I do not mean to say that there are no complaints. We have got regulations in force, and one of those regulations is this, that if a man misbehaves himself, or there is a complaint against the man, we exclude him from the station, and we find that that has a better effect; we suspend the man coming into the station for a certain time.

6828. But the most important point I want to get at, is, whether or not, Mr. Scotter, the open system does in any way tend to encourage a congestion of cab traffic either in Waterloo Road or in York Road?—No.

6829. You say it does not?—Absolutely not.

6830. And, in your opinion, the control is the effect of the open system?—In my opinion the open system has nothing whatever to do with the points which you mention.

6831. (*Mr. Lough.*) I want to ask you a question or two about those 25 cabs?—Yes.

6832. Supposing one of those drivers went to another proprietor, you would not make that a reason for making him leave your yard?—No.

6833. If he brought an equally good cab, he would still retain the privilege?—Certainly, we do not know the proprietor, we know the man.

6834. You do not know the proprietor?—No, we do not know the proprietor, we know the man. The man signs a condition; if it will be of any use to you I can produce it.

6835. You are aware there is a great contrast between your system and that pursued at other stations?—I am quite aware of it; I mentioned it incidentally at the beginning, that the great difference between our system and other privilege systems is that we privilege the men and not the cabs.

6836. In short, yours is a privilege system arranged with the drivers?—Yes.

6837. Whereas others arrange it with the proprietors?—That is put better than I have put it. There is a privilege, the privilege is that the driver in one case gives 2*s.* a week, and in the other he gives a penny each time he enters.

6838. I suppose you do not think there is very much difference between what is paid by a driver in the one case and the other?—Well, we do not care a rap about the 2*s.*, that is not the point. Even the 2*s.* was an arrangement with the men; the question my traffic superintendent discussed with the men. Remember, at the beginning they talked about 3*s.* 6*d.* a week, and I opposed that, and at last it eventuated in an arrangement at 2*s.*, and I do not know what is charged to privilege cabs in other directions, but I believe the 2*s.* a week is about as low as any payment at any station.

6839. (*Mr. John Burns.*) Was not that 4*d.* a day or 2*s.* a week, for the 25 cabs at the south station, based upon an estimated average of four journeys?—Very likely it was.

6840. (*Mr. Lough.*) So that, practically, except that the construction of this station makes it a weekly arrangement in one case instead of an arrangement by the job, really the two systems were the same?—With that exception the systems are precisely the same.

6841. And you rigidly adhere to the principle of arranging with the driver, and not with the proprietor?—Yes, but please understand that we thought there was no principle involved in it in the beginning—it was quite by accident it was done; the arrangement was made with the men and we have continued it, and shall continue it.

6842. And you find it answers?—And we find it answers.

6843. (*Mr. Hopwood.*) Is it true to state it broadly, Mr. Scotter, that such a distinction can be drawn between Waterloo and the other metropolitan termini, that the open system is feasible at Waterloo but impossible elsewhere?—Oh! I should think the open system as we adopt it can be adopted anywhere; I do not know of any reason why it should not myself.

6844. The fact that you have this extraordinary arch accommodation really makes no practical difference?—I would rather qualify that by saying that if the cabs approach other stations in more than one direction, that is to say, there is more than one entrance, then comes the difficulty that I have mentioned in connexion with this south station, but the difficulty is not so great if the whole of the supply of the station practically got focussed, so that the toll can be collected. It did not occur to me before, but as I have pointed out to the honourable members in the Committee this morning, it would never pay us to keep four men to collect pennies. It would take four men, one at each end, and two a day from six in the morning to 11 or 12 at night, and, therefore, the other system was adopted. But if at other stations their conditions are the same as ours as to their entrance being at one particular place like York Road, then I say, emphatically, there is no earthly reason why the system could not be adopted at any other station in London as it is in Waterloo.

6845. (*Chairman.*) May I put it in this way: I think Mr. Burns suggested to you that your reasons for adopting the privileged system, were partly financial and partly physical. The financial consideration is based on the physical consideration?—Yes.

6846. (*Mr. Hopwood.*) It is really a physical consideration in the last resort?—I am much obliged to you for putting it in that way, for I need hardly say the financial consideration was not one of the considerations.

6847. And it would not arise but for the physical condition?—Yes, I am much obliged to you for putting it in that way. It has explained it.

6848. From your experience of the other metropolitan stations, I take it, you would be able to say that, as a rule, there are such physical conditions as would enable the companies to collect a toll that way?—My impression is that the whole of the North-Western cabs at Euston enter from one place at the back, congregate in the yard, and then the station roads are fed from those. Well, if it is so, that is precisely the same condition as York Road.

6849. King's Cross the same?—I think King's Cross the same.

6850. We need not carry that further. I think there is only one other question, Mr. Scotter; it would be very interesting if you could tell us whether in the course of time the same men go backwards and forwards to your station with cabs?—They do.

6851. In the course of years, do you find that men haunt the station?—We do.

6852. It would follow from that that you can, to a very great extent, depend upon a regular service of cabs?—Yes, that is so, Mr. Hopwood, and not only that we have got men now plying under this open system, that have used our station for 30 years, and have come as regularly as clockwork. I think that rather indicates that the men are satisfied with the arrangement.

6853. Certainly; but do you think, as a matter of experience, that the men who haunt the station take away a fare and then come back again to your station empty, after the manner of the privileged cab?—No; I think that is the difference between the privileged cab and one of those cabs: the probability is that the man would take up a job on his return journey and go anywhere, and not come direct to the station. If a man has to pay 3*s.* or 3*s.* 6*d.*, or whatever the charge

may be—10*s.*, we will say if you like, for a privileged cab—pays so much down, there is a quasi-inducement to him to go back to the station to pick up another fare from the station because he has paid his money for the privilege.

6854. But is not the consideration stronger than that—is he not under an obligation to go back?—Yes, he is under an obligation so far as the privileged cabs are concerned.

6855. Are your men under an obligation?—Our men under an obligation? No, neither a privileged man nor a man who paid the penny; they are under no obligation to come to us. But as a matter of fact they do; and in that statement you will see the regularity with which the station is supplied. There is very little difference every month; there is between twenty-eight and thirty thousand cabs a month, an average of a thousand cabs a day.

6856. (*Mr. Bayley.*) Before granting the privilege to the cabman on the south station, you inquire, I suppose, into his character?—Well, I do not think we did with these men, because these men were known.

6857. You know them without inquiry?—Without inquiry.

6858. You knew them to be men of good character?—We knew them to be men of good character.

6859. Do you not get a more select class of men for the south station by your means than by admitting every cabman?—Yes, of course you do. But, as I have explained, though the thousands of casuals, if you like to term them such, coming in every week are strictly watched—we have police at the entrance, we have police at the arches, we have police at the stations, we have a byelaw, and each cabman is bound to obey—we have all these police, and still the complaints are few; and when we do deal with a man for any particular offence, and debar him from coming into the station, we find it has a good effect upon the other men coming into the yard. I cannot say that as a class these cabmen are one whit worse than even our own porters who are all selected, and who must come to us with good characters. I was astounded when I went into the figures, to see how few the complaints were.

6860. Then the open system pays you better than the privileged system?—I have not gone into that, but you may take it from me that neither the 1*d.* nor the 2*s.* weigh with any railway company taking a million a year. It cannot be a question of the money. The whole amount, speaking roughly, is 1,300*l.*

6861. (*Chairman.*) May I ask you a question? You were speaking of what I am sure has interested us all very much, your experience in these matters. I do not think I asked you at the time how long you had held your present responsible office?—I think about 10 years.

6862. (*Mr. Lough.*) On the latter two questions I would like to put two points to you. With regard to the characters of the men first, do you not think that if proper supervision is exercised in the granting of the licence to drivers by the authorities who grant these licences, that ought to make that point quite safe, with regard to the admission to a railway yard?—I do not see how you could get characters for the cabmen, really.

6863. Well, they have experience of whether their licence is marked—whether they are prosecuted for any offence?—Of course, that is *primâ facie* evidence that they are respectable when their licence is all right.

6864. You think that if there is an expensive system, if the men pay 5*s.* for the licence and are obliged to keep a clean sheet as a character, that should form a certain guarantee for the railway company?—So far as we are concerned, we have been satisfied with it.

6865. I want a similar question as to the cabs. The suggestion is made sometimes that in these open yards you get a bad class of cabs?—Yes.

6866-7. (*Chairman.*) Do you think that you do get a worse sort of cab or better?—I have said I do not see any difference between the cabs we get and the cabs that are supplied under what are called the privileged systems. But I do say this, if I may (I do not know whether it is in the province of this Committee; I must be excused if it is not) there are some cabs licensed that ought not to have been licensed, and the municipal authorities ought to see that before a cab is licensed it is fit to run about the street.

6868. (*Mr. Lough.*) In short, a cab that has got a licence, and a man that has got a licence, ought to be fit to go to any station.

6869. (*Mr. Cunynghame.*) I understand from your remarks, you make a great point of your power of suspension in case of misbehaviour?—Yes.

6870. You regard that as important?—Yes, certainly.

6871. (*Mr. Lough.*) A better system of supervision at head-quarters would make that comparatively of little importance possibly. My only point is this, you can only know that that power of expulsion has been valuable to you in the past?—Yes.

6872. You do not about the future?—Oh, no.

6873. What I meant to say was, that if there was more severe inspection at head-quarters, it might make that power one very seldom used in the future?—Well, human nature is human nature all the world over.

6874. (*Chairman.*) And likely to remain so?—And likely to remain so.

6875. (*Mr. Hopwood.*) You take care of your private property; the station is your private property, and you must protect it?—Yes.

The witness withdrew.

Adjourned till to-morrow at 11 a.m.

TWELFTH DAY.

Friday, 20th July 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
Mr. F. J. S. HOPWOOD, C.M.G.
Mr. E. H. BAYLEY, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

6876. (*Chairman.*) This is a letter from the Chief Clerk at Bow Street Police Court, with reference to a point that was raised yesterday. I shall read it, so that it may go upon the notes:—

"Police Court,
"Bow Street,
"19th July 1894.

"DEAR SIR,

"A warrant can issue against a person whose name is unknown provided such a description is given as will identify the person:—thus height, age, features, &c., &c. Warrants of this kind are not infrequently issued here; one only two or three days ago.

"There is a certain responsibility, of course, attaching to the execution of the warrant, but as a matter of practice this is not a very serious difficulty here.

"Excuse this. I write in court in middle of the business.

"Yours very truly,
"(Signed) JOHN ALEXANDER."

Sir JAMES WHITEHEAD, M.P., called in and examined.

Sir J. Whitehead, M.P.

20 July 1894.

6877. (*Chairman.*) The reason why we have asked you to be good enough to come here to-day was that a great desire was expressed by some members of our Committee to have evidence with respect to the special practice in the City with regard to cab cases, which, we are informed, differs in some particulars from the practice at the West-end police courts, and, as I understand, you have had charge of the business?—Well, along with others; the Aldermen of the City take the Police Summons Court in turns. We sit, each of us, twice a week for, I think, four times a year.

6878. You sit alone when you do sit?—We sit alone twice a week; that is Tuesdays and Saturdays.

6879. Then every Tuesday and Saturday in the year does this court sit for cab business?—Yes.

6880. Always presided over by an Alderman?—Always presided over by an Alderman, who, being himself connected with the City, has a very good knowledge of City life and City traffic.

6881. Does this court take any other business, or is it exclusively confined to cabs?—No; it takes all what we call the police summonses, that is all summonses issued at the instance of the police officers in regard to cabs, obstruction by hand barrows, and so on.

6882. Then it deals with all cases connected with traffic?—All cases connected with traffic.

6883. For instance, a summons arising from the misconduct of an omnibus would come?—Certainly, omnibus cases come before us. The total number of the summonses issued during the past five years in connexion with that court amount to in 1889, 3,620; in 1890, 5,475; in 1891, 2,025; in 1892, 3,231; and in 1893, 2,321; but of these the numbers issued against drivers of hackney carriages were only in 1889, 429; in 1890, 468; in 1891, 182; in 1892, 246; and in 1893, 225. But I must tell you that these figures include cases that are adjourned. Sometimes the evidence, either on the one side or the other, is not very clear, and either the police constable or the defendant would apply for an adjournment, in order that evidence confirming his own view of the case may be brought forward, but the number of cases adjourned would be very small indeed, so that for all practical purposes you may take the figures I have given as approximating to the number of cases heard by us in connexion with cabs in the Police Summons Court. I understand that Colonel Smith has given evidence before you, and you will possibly find—probably find—that his figures differ somewhat from these, because he will only give you the number of summonses issued. I give the number of cases heard, and those figures include cases adjourned.

6884. (*Mr. Lough.*) So that one case might be counted twice in your figures?—Would in that case be counted twice.

6885. (*Chairman.*) I do not quite understand from what you said before, whether your court takes any other business than business arising out of traffic. All these police summonses that you speak of, do they all relate to traffic and obstruction?—They relate to traffic and obstruction. I ought to tell you that cases of drunkenness are taken in another court. When a man is drunk he is apprehended, he is taken to the police station, and his horse and waggon, or his horse and cab are taken to the green yard, and then in order that there may be no delay, a delay of a day or two in waiting for this particular court, the charge against him is heard in what we call the justice room, so that there are a number of charges against cab drivers that are not heard in this particular court.

6886. It would come to this then practically, that charges relating to misconduct rather are heard in the justice room, and charges connected with traffic are heard in your court?—Charges of misbehaviour are also heard in this particular court.

6887. Oh, they are?—Yes.

6888. For instance, abusive language?—Perfectly. I will give you the figures making up these, if you like.

6889. Thank you.—I will give you the different charges.

6890. If you please?—I will take wanton driving first, and we look upon that as one of the worst offences. For wanton driving, 1889, 71; 1890, 82; 1891, 54; 1892, 45; 1893, 67. Obstruction, 1889, 160; 1890, 147; 1891, 49; 1892, 108; 1893, 79. Plying for hire, 1889, 95; 1890, 106; 1891, 19; 1892, 18; 1893, 22. You will observe that the numbers there are very largely reduced from what they were in 1889 and 1890, indeed that applies to all offences charged in this particular court. And then for leaving cabs unattended, 1889, 36; 1890, 53; 1891, 18; 1892, 23; 1893, 17. For not wearing a badge, 1889, 37; 1890, 65; 1891, 34; 1892, 32; 1893, 24. And for misbehaviour, that is, refusing to obey the police, and perhaps using bad language, 1889, 30; 1890, 15; 1891, 8; 1892, 20; 1893, 16. Now, I think as a court we deal very leniently on the average with cases of this kind. We recognise that cabmen are quite as human as the rest of us, and have human frailties, and we recognise also that they are drawn from a class who have great difficulty indeed in getting a living, and we make allowances for their sometimes overstepping the bounds of prudence. It is a custom with us, if there has been nothing against a man before not to fine him unless it is a bad case; if it is a very bad case we fine him even the first time, but taking into account the fact that when he is summoned he loses a day's pay, we think that in itself is sufficient punishment, and the justice of the case is met if we only call upon him to pay the costs of the summons, which are 2*s*.

6891. (*Mr. Hopwood.*) And that does not necessitate the indorsement of the licence?—No, I was going to say that. There is another point, which is this, that in the event of his being fined the licence would be endorsed, and it would be a black mark against him if he were at any time summoned in another court. We therefore for the first offence, if it is not a very bad one, as I have said, merely call upon him to pay the costs of the summons, we do not fine him, and we do not endorse the licence. The usual penalty inflicted by the magistrates for obstruction, plying, leaving cabs unattended, and so on is, I should say, probably from 6*d*. up to about 5*s*., but if it were for wanton driving (sometimes there is racing in the streets or an offence of that kind), then the culprit would be mulcted in rather a higher fine. Of course, if there is any damage done, if the defendant does not at the moment satisfy the person whose carriage or van or cab is damaged, that is also taken into account, but, of course, you know that we cannot call upon a man to at once pay the damage; that would be the subject of an action in the county court. Still, if a man shows contrition and satisfies the person whose carriage or van or cart or whatever it may be has been injured we take that into consideration.

6892. (*Mr. Cunynghame.*) We have had evidence before us that cabmen are occasionally, as it is termed, bilked by people who employ them and who either turn round and say, "I have got no money, and I knew I had not when I hired you," or else who run away round a corner and escape; that is bilking?—That is bilking the cab driver.

6893. The man gets into a cab and then turns round and laughs at the cabman and says, "I have no money and I knew it, and now you must sue me civilly"?—Yes.

6894. And sometimes again the fare will run away round a corner, down a street where there are two entries and get away, and that, I understand, is termed bilking?—Yes.

6895. And then in addition to that we have had evidence before us that there are a certain number of bonâ fide disputes, in which, possibly, the fare is quite wrong, but still in which he is bonâ fide?—Yes.

6896. Suggestions have been made to the Committee that the law is not sufficiently stringent at present. I was going to ask you would you be in favour of giving any power to a cabman in either of those two cases of arresting or causing to be arrested a fare without a warrant. I may say at once I want to point out the gravity of that power?—Yes, it is a very serious matter; you see that would be an apprehension on the mere *ipse dixit* of the cab driver himself.

6897. It would?—And if a fare were giving the driver less than he felt to be a full fare he might—because they are not a very high class of men—resort to a charge against the fare, which would not be well founded.

6898. You mean he might use this power for intimidation with a man who wanted to leave town very suddenly and did not like to appear, and would rather pay anything than be bothered with the thing further?—Yes, I should think that would be rather an extreme power to give, either to the police or to the driver himself.

6899-6900. Perhaps, you are not aware that the Summary Jurisdiction Act made a difference in the way that cabmen could recover their fares?—Yes.

6901. And Sir John Bridge has said that he thinks we ought to go back to the old system; I do not know whether you can give us—perhaps if you have not read the Acts you would not be prepared to express any views upon that?—I cannot speak upon that.

6902. It is rather an intricate case?—Yes. Of course, I do not suppose that those cases of bilking are very numerous; I do not think they are.

6903. Not very numerous?—Not very numerous; and do they not correspond to the bad debts that are made by tradesmen in business?

6904. I would suggest that it is rather similar to a case of a man going into an eating house?—Precisely.

6905. And knowing that he had not got any money to pay?—Yes.

6906. Or else having bonâ fide left his purse at home?—Yes.

6907. Or else, in the third place, disputing the amount that the eating-house keeper charges him for his meal?—Oh, yes.

6908. And a fourth case, a man who has the money and endeavours to bolt away out of the shop while the innkeeper is looking on?—I do not know what is the extreme penalty in a case of that kind, can you tell me?

6909. I believe if it amounted to getting goods under false pretences it would be punishable?—Or taking a cab?

6910. At present the only thing a cabman can do is simply to recover it as a civil debt, whether there is bilking or it is a disputed case, summarily before a magistrate under the Summary Jurisdiction Act?—Well, we hear these summonses in the justice room, and we always make the delinquent not only pay the cabman his full fare, but the costs of the summons, and payment for the number of days or the number of hours the cabman may have been obliged to take away from his duty.

6911. That you have the power to do?—And that we do.

6912. But you have no power in case the fare had no money at all and knew it; all you have power to do is to put in a distress, and if the distress yields nothing you can then do nothing, for you cannot commit a man to prison unless he did not pay having the means to do so. That is the present law?—I think the law requires to be strengthened.

6913. That is what Sir John Bridge thought?—I should say so, certainly, so as to give the magistrate jurisdiction to send the man to prison or to pay a heavy fine.

6914. We are anxious to know whether there is any power of arrest that can be safely given—any modification?—That can be safely given?

6915. Perhaps with a warrant or something of that sort. I do not want to lead your evidence at all; I wanted your own entire view on it?—Well, I should think probably that it would be the best way to give power to issue warrants in such cases.

6916. On complaint?—On complaint.

6917. But you are against the power being given to the cabmen to arrest as if it were a felony, for instance?—Yes, I think so; in my judgment the temptation would be too great.

6918. I suppose you would agree that in some cases of heartless bilking it might be just as bad as taking a loaf of bread; it might really morally amount to a felony?—In some cases it is as bad as a theft.

6919. It is as bad as a theft?—And it is theft from a poor man.

6920. It is theft of an aggravated character from a poor man?—Yes.

6921. But in spite of that you would regard it as dangerous to give a power of summary arrest?—I think so.

6922. Then there is only one more question. I have been struck, and I think the Committee have, with the very much fewer cases of offences by cabmen there are in the City in proportion to their number than in the rest of the metropolis?—Yes.

6923. We asked Colonel Smith for some explanation of that, and he said that he thought that the City conditions were rather different from the conditions in the metropolis?—Yes, I do not suppose he would go further than that; but without making any reflection whatever upon the police constables outside the City, I think it is generally conceded that we have a better class of men.

6924. Do you pay them higher?—Yes, a higher scale of payment and pensions, and a better quality of clothing, and so on.

6925. (*Chairman.*) I should like if I might be allowed to ask a question upon that; it is entirely illustrative; but some comparison has been made between the ordinary metropolitan police force and your City police force, and I am glad of the opportunity of asking you, I should have asked you before, whether you think there is a difference between the two in favour of the City force?—I think it is manifest.

6926. And with respect to the way of accounting for it you say you give them better pay and a better scale of pension, but are they recruited in any degree or sense from a different class from the Metropolitan Police?—No, I do not think so.

6927. The Metropolitan Police are chiefly, I believe, agricultural labourers, is that the class from which your City Police come?—I should think that very likely the best of the class who seek such positions offer themselves first to the City and I think I am right in saying that our standard of height and size is higher than that of the Metropolitan Police.

6928. In fact, you get the pick of the lot that want to go into the police service?—We get the pick of the lot.

6929. (*Mr. Cunynghame.*) You are aware that the police of the metropolis since 1890 are in receipt of better pay and better pension than they were previously?—I believe there was an increase.

6930. There was an increase you know?—But the scale does not come up to our own.

6931. Not even yet?—No.

6932. I presume it may be conceded that the gradual operation of these improved conditions in the Metropolitan Police may be expected in time to improve them?—Yes, in the natural order of things, though I think our policemen are sure to be a better class than they will in the metropolis at any time, for the simple reason that a large number of them in the City live rent free, inasmuch as the constable and his wife are the caretakers of offices. That goes materially to add to their wages, and there are not the same facilities for caretaking outside the City as we have in the City because the great bulk of the population of the City is non-resident.

6933. And it is for these various reasons that you have given us that you think the City Police is rather better than the Metropolitan Police?—Yes, I think so, it is more attractive than the Metropolitan force for the reason that with one thing or another their payment is better.

6934. And you are able to secure a better and possibly a steadier class of men, without making any reflection, of course, upon the other?—Yes.

6935-6. (*Mr. Lough.*) Are not the police under the Common Council, Sir James; how are they controlled?—Well, nominally they are, but actually they are under what is called the Police Committee of the Court of Common Council, and indeed I do not think I can call to mind at any time any interference by the Court of Common Council with the committee appointed for that purpose. The committee is composed of a certain number of members of the Court of Common Council and presided over generally by an alderman.

6937. But they are, under the Court of Common Council, managed by a committee?—They are managed by a committee of the Court of Common Council.

6938. The Court of Common Council is 226; is not that the number of it?—Well, 232 I think it is.

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6939. It does not matter; it is about 230?—206 and 26, 232.

6940. And they are mostly gentlemen—the members of the Court of Common Council—resident in the City?—They must all have an occupation in the City; they must be occupiers in the City.

6941. Practically their eye is always on the police force?—19 out of 20 of them carry on business or some profession in the City.

6942. Practically then they are always seeing the police?—Yes.

6943. Have you ever noticed that there is a difference, or I may tell you that we have had evidence here that there is a difference in the system your police pursue in the City and the police in the metropolis?—Yes.

6944. For instance, we were told by Colonel Smith that it is the invariable rule of the constable to caution cabmen on the first occasion even before he brings them into your court; do you know that that is so?—Yes. Oh, that is a common thing. I only know it because I have had it from Colonel Smith and others connected with the force.

6945. Did you know before that that is different, so far as we have got evidence, from the outside?—I know nothing of what is outside the City.

6946. Do you know that no constable is allowed to summon a cabman in the City without having Colonel Smith's sanction or that of his assistant?—I know that the facts are first put before Colonel Smith before a summons is issued.

6947. Did you know that that was different from the outside?—No, I did not.

6948. And finally when they come into court for mild offences it is your invariable practice to let them off on the first occasion without endorsement?—As I have said, unless the case is a serious one; we look upon the fact that they have lost a day's pay as being in itself a sufficient punishment, and only call upon them to pay the cost of the summons.

6949. Do you know, as a fact, that that is quite different from the evidence we have had of the course pursued outside?—No, I do not know that.

6950. Now I ask you, having so far described that, whether you do not think that milder system pursued in the City might have something to say to the decrease of crime, as well as the fact that the men are a certain height and get more pay?—Well, I should think very likely it would. I see a great many licences endorsed by magistrates outside the City, and I notice that it is not at all an infrequent thing that they are only fined 6*d*., but the fine carries endorsement.

6951. It does; and you avoid that where you can in the City?—We avoid that where we can, and I will go further and say this; that when a cab driver or a 'bus driver, or indeed anyone who comes before us as a defendant in that court, is unable to pay the fine—you see the fine is always so much or so many days imprisonment, say 5*s*. or three days, 10*s*. or seven days, as the case may be—if he is unable to pay the fine on the spot we ask him to stand aside. He sits down, and he waits until the whole of the cases have been heard and the public have gone out of court, and then we inquire into his circumstances, and unless, as I have said before, the case has been an extremely bad one we do not send him to prison, we let him go. We always hesitate to send a man or a woman to prison.

6952. In the figures that you have given us this morning there is a sudden drop between 1890 and 1891. In 1890 you gave us 468 total of cases; in 1891, 182. Can you give any reason for that sudden drop?—No, I cannot.

6953. It is rather remarkable, is it not?—It is very remarkable. Did Colonel Smith give you any information upon that point?

6954. No, Colonel Smith only gave us one year, the year 1893, and I am going to ask you about his figures in a moment; but practically the last three years have continued on a low scale—less than half the first two of the five years?—Yes, that is so.

6955. You cannot, from recollection, give any reason?—No, I cannot state any reason.

6956. Now we come to the year 1893; you give a total of 225 in your court, Sir James?—Yes.

6957. Well, Colonel Smith's total was 162; you have intimated that the difference may be due to the fact that you count postponed cases twice?—Yes. I should not think there would be all that difference though; I should not think that that difference would be created by adjournment.

6958–9. Here is Colonel Smith's statement; perhaps you would look at it. The lower one is your court. All the figures are a little lower than yours?—This is in 1893.

6960. 1893, the last column?—Obstruction, 59 as against 79; wanton driving, 48 as against 67; unattended, 15 as against 17; plying off stand, 21; wilful misdemeanor, 10; not wearing badge, 12; total 162. Yes, it may be that that number of cases have been adjourned, but I should not have thought that the number would have come to anything like that.

6961. Would you go the length of saying that there was any material inaccuracy in Colonel Smith's statement?—No, I would not.

6962. Colonel Smith then says that of your 162 cases in 1893 only 128 were convicted?—Yes.

6963. That is probably correct?—I should think that is probably correct. Of course I must say that with the reservation that in all probability a large number of those who were not convicted had to pay the costs of the summons.

6964–5. If you dismiss a man do you still make him pay the costs of the summons?—Well, so far as the fine is concerned he is dismissed; it is in order that we may not put a black mark on his licence we merely call upon him to pay the costs of the summons.

6966. But would you call that a dismissal, Sir James?—Well, it is not quite a dismissal, I should not exactly say that; technically he would be convicted.

6967. Colonel Smith has called it 128 convictions, 34 dismissals?—Well, I should think a large number of that 34 would have had to pay the costs of the summons; that is my conviction.

6968. Is there any hurry in dealing with these cases in your court, Sir James?—They are very simple as a rule, and in a considerable number of cases the defendant pleads guilty.

6969. There is no suggestion that he should plead guilty made to him, is there?—No, not to my knowledge.

6970. Not to your knowledge?—No, I do not think so for a moment. He will say, "It is quite true what "the constable has said, but"——— and then he will give some explanation of his own as to how it happened.

6971. In fact, is one reason why you have got this special street court in order that attention might be given to those small cases without blocking the more serious business of the other court?—There is another reason.

6972. But is that one, first?—Yes, it is partly that, but there is also this reason, that if the summonses had to be heard in the justice room, these poor people—costermongers, cabmen, 'bus drivers, 'bus conductors, and others might have to wait a very long time before their cases came on, but these are very simple cases, and can be heard and disposed of very quickly.

6973. Do you take them at an hour, so far as you can judge, convenient for these poor men?—We take them at the hour that we believe to be most convenient for them, that is 11 o'clock in the day, so that they may not lose more than the half day.

6974. Do you know that the system outside is to take them at 2 o'clock, in the middle of the day?—Well, would not that give them the opportunity to do half a day's work before they went to the summons court?

6975. Perhaps so, yes. Have you given us the figures for two courts, Sir James, or only one?—I have given you for one court only.

6976. That is at the Guildhall?—We never hear these cases at the Mansion House.

6977. They are all heard at the Guildhall?—They are all heard at the Guildhall; cases of drunkenness, and so on, are heard at the Mansion House.

6978. (*Chairman.*) That is what you call the justice room?—They are heard at the justice rooms, because, if a man is drunk, he is taken to the police station and then is brought up the following day.

6979. That I think we understood at first; that is rather a separate procedure, but your traffic court, if I may so call it, is held at the Guildhall?—Is held at the Guildhall only, and only twice a week.

6980. (*Mr. Lough.*) And all these small cases, street cases, that occur in the City are brought to this one particular court?—That is so.

6981. (*Mr. Hopwood.*) Do you entertain prosecutions by inspectors of the Society for the Prevention of Cruelty to Animals in the City, or are they done by the police?—We do, but those cases are heard at the justice rooms, not at the Police Summons Court.

6982. I see; but prosecutions by the inspectors of the Royal Society for the Prevention of Cruelty to Animals are sometimes instituted in the City?—Oh, yes. The chief of the cases that come before us are prosecutions by the police. Indeed, of nearly 600 cases last year, only about six were prosecutions by the society, the rest being at the suit of the police. A man is seen to drive a horse through the City in an unfit condition by a police constable, he at once pulls up and stops him, tells him to get off his box, takes his horse and cab, if it is a cab, or cart, if it is a cart, off to the green yard; then the man is brought before the magistrate. In nine cases out of ten he says, "I am not the "owner, the owner is so-and-so." Very well, then, the case is adjourned for the production of the owner.

6983. The whole point I want to make, Sir James, is this, whether the police conduct all the prosecutions for cruelty in the City, or whether they are, sometimes delegated to these inspectors?—They are conducted by the police, and the magistrates personally see the horses.

6984. I should like, Sir James, to ask you one question as a member of the public and not as a magistrate of the City. Do you think there are too many cabs?—I should think there are; that is my conviction. I think it would be a desirable thing in the interests of the cab drivers, and it would be no inconvenience to the public, if the number were reduced.

6985. And as a member of the public, have you any criticism to make of the cab service generally?—I think the character of the cabs might, in many cases, be very much improved.

6986. That might be done by a more rigorous system of inspection?—Certainly; there are scores, I should say, probably hundreds, of cabs on the streets now that ought never to be used as a public vehicle.

6987. And the same observation would apply to the examination of drivers?—Yes, I think so, too; in my own judgment no man ought to be allowed to drive whose character is not good and known to be good.

The witness withdrew.

Sir Myles Fenton called in and examined.

(Mr. Cunynghame in the chair.)

6988. (*Chairman.*) Sir Myles Fenton, you are the general manager of the South Eastern Railway Company?—Yes.

6989. How long have you been with that company in a position to be able to observe?—Fourteen years.

6990. Will you give the Committee your opinion upon the privilege system of cabs at stations?—Yes. I have prepared a statement here; perhaps the simplest plan would be for me to read this statement.

6991-2. I think that would be the most convenient plan, probably it would shorten matters?—Our experience has been rather different from that of other companies, because we have tried several systems; the privilege system, the penny system, the three-half-penny system, and a farming-out system, and we have come to the conclusion that the privilege system which we have re-adopted is the best in the interests of the public, the cab proprietors, and generally.

6993. You will explain what your system is will you not? Perhaps it will be contained in your paper?—At the present time (July 1894) the numbers of privileged cabs at the three London stations are as under:—

At Charing Cross - - -	158	cabs.
,, Cannon Street - - -	59	,,
,, London Bridge - - -	17	,,
	234	

The rent charged per cab per week for the privilege is 3*s.* = 35*l.* per week and 1,820*l.* per annum. As regards the experiment made by the company of the open system, the following particulars explain it. I may say that when this question was first raised, a deputation from the cab proprietors and the cabmen themselves waited upon Sir Edward Watkin and myself, and the following agreement was the result of several interviews which we had with them. The company entered into an agreement with the Amal- 1883. gamated Cab Drivers' Society and the principal cab proprietors of the metropolis, that from the 1st May 1883 the privilege system should be suspended, and that, by way of experiment, the company's stations (Charing Cross, Cannon Street, and London Bridge) should be thrown open upon payment to the company by each cab driver of a penny each time he entered either station to take up a fare. From the 1st May 1883 to the 31st October 1884 (18 months), this was continued at a loss to the company of 1,897*l.* 16*s.* 8*d.* by the difference between the rents formerly received and the penny toll, expenses of collection, &c. During that period there were innumerable complaints; but inasmuch as the company's officials had no authority, so to speak, it was only in extreme cases that matters were taken to the police court, and after a while it was found the staff could not be spared from the stations for the time required to support the charges against the cabmen, and the practice of prosecution had to be abandoned. The horses, cabs, and drivers were generally of an inferior class than was insisted upon under the privilege system, and it was not possible to exercise control over the men, the language they used, or the condition and cleanliness of the horses and cabs. Mr. Rowland (who represented 9th Dec. 1884. the cab-men and proprietors) was informed that with the view to a full and fair trial, the experiment had been allowed to continue over two summers, but the financial result was very unsatisfactory. Mr. Row- 9th Jan. 1885. land now proposed that in order to keep the stations open, his society should farm the tolls and pay the company the sum which the company would have received under the old arrangement. The proposal was made to 24th Feb. 1885. Mr. Rowland that his association should pay in respect of the three stations 40*l.* 19*s.* tolls and 8*l.* 15*s.* cost of staff, &c. each week. Mr. Rowland stated it was impossible 11th Mar. 1885. to pay more than the bare rent. A cab trade meeting was summoned and held at the Olympic Theatre, at 17th Mar. 1885. which it was stated that if they could arrange to keep the South Eastern Company's stations open, the other companies (excepting the London and North Western Company) would follow suit, and that after a time and at the proper moment, they could turn round and laugh at the companies and not pay them any further tolls or premiums as they had taken legal advice that the privilege system, the running of private omnibuses, &c. was illegal. In the end it was decided to offer 40*l.* to the company. The association commenced to 1st June 1885. farm the tolls, paying the company 40*l.* per week for the admission of the cabs, and appropriating the penny tolls collected from the cabmen. Owing to the deficit 16th June 1885. in the tolls (25*l.*) in the previous fortnight, the association increased the penny to three half-pence. There Oct. and Nov. was a gradual falling off in the pence received, and the 1885. association appealed for a reduction of the 40*l.* to 30*l.* This was agreed to and adopted. In consequence Nov. 1885. of the continued unsatisfactory state of affairs it was Feb. 1887. decided to revert to the privilege system, whilst on behalf of the association it was alleged "they were losing money largely every week." The privilege system was re-adopted after having been suspended for three years and 10 months. With regard to these prosecutions, I do not like to say very much about them, because many of the complaints, as Sir James Whitehead has said, were more or less of a trivial character, but there were other cases which were of a serious nature; during this period there were these cases, seven prosecutions for refusing to leave the company's premises or pay the toll; the magistrates inflicted fines varying from 5*s.* to 40*s.*; there were

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nine prosecutions for obstruction and assault, fines 20*s.* and two 4*l.* 10*s.*, and in one case a man got seven days' hard labour; three cases of obscene and abusive language; three instances of driving furiously in at wrong gate, and nearly running over persons; three cases of gambling with cards, one man fined 4*s.*; there was another prosecution for obstruction and abusive language for which a fine of 40*s.* was inflicted. There were a good many complaints in point of fact; the station-master at Charing Cross, where we have the largest number of cabs, used constantly to complain to me of the men in one way or other, and he had a great deal of trouble with them. Unfortunately, since that time he has died, but I have a copy of his full report here if the Committee would like to hear it read or any portion of it, but I have summarised it.

6994. It might be put in if you would hand it to the secretary, and we might look at it?—I have summarised his statements in this little paper that I have read.

6995. Is that the only paper?- That is the only paper.

6996. I should like to ask you with regard to that in the first place, have you any figures showing what is the total amount in London paid by the cabs or the cab owners for privilege?—No.

6997. The figures you have given us are apparently only the South Eastern Railway?—Simply our own.

6998. During the time that the open system was tried by you, did your officials retain in their hands and exercise the right of suspending those men who rendered themselves obnoxious by improper conduct in any way?—Well, the difficulty was that they had not sufficient control over the men; the men rather defied them.

6999. Yes, but, as a fact, could they not have met that, or did they meet it by saying "If you do not "behave better you will be a marked man, you shall "not come into this yard again?"—They could not carry that out, it was impossible to carry it out.

7000. Did they try to carry that system out?—They did the best they could under the circumstances I have no doubt, but I think they would have found it very difficult and a very invidious thing to have prevented a man from coming in; and there is such an immense number of cabmen, that it would be almost impossible to remember those men from time to time.

7001. There would have been no difficulty would there in marking the numbers down of the men who are not allowed to come in; the men would be known if they came again?—I daresay they might be in some special cases; no doubt, for instance, in this case where the man was fined 4*l.* 10*s.* he would be a marked man.

7002. In the evidence that we have received from the manager of the department at Waterloo, he says that simply the plan, the power of suspension, is an ample weapon in his opinion to deal with the difficulty of men who misbehave in stations?—I do not know exactly what the experience of the moment was with these men; but that difficulty does not now arise under the privilege system, because we know the whole of the men; we know the whole of the masters and we have such a complete control over them, that if a man does misconduct himself seriously, we say at once to the master, "We will not have that "man, you must dismiss him."

7003. Yes, but I was trying to point out to you, Sir Myles, that without adopting the privilege system, by adopting a plan of suspending those who misbehave, it might be possible, as the manager of the South-Western Company says it is, to work a station upon an open system?—Of course, he has had a larger experience of the open system than I have had; but, take Charing Cross for instance, we should have two openings—three openings in point of fact—because there are two into the courtyard itself and the main entrance of the cabs is by going down Villiers Street, and coming up the slope to the station; you have three entrances, so it would be an extremely difficult thing to prevent a man coming into one of those three entrances. Perhaps he had never come in before at one entrance. You see if they all came in at one place it would be a different thing; the man no doubt could recognise them, but here you have three separate entrances.

7004. At all events during the time of the suspension of the privileged system, your inspectors, as a fact, received no specific instructions to suspend men who were thought to be troublesome or misbehaved themselves?—The difficulty was to deal with the men themselves, because they positively defied the station-master and the inspectors. There are many cases here where the men refused to leave the place; they used to come in there, block up the fore-court where there was only room for a dozen cabs, and positively refuse to go away. They seemed to think that having paid their pennies they were privileged to remain there as long as they chose.

7005. But as a fact the station inspectors do not seem to have resorted to that weapon, or asked you to give them leave to do so. of suspending offenders?—I do not see how they could have suspended them.

7006. They might have threatened them that they never would be allowed in again?—I have no doubt they did threaten them and did everything they possibly could to induce them to behave properly and correctly, but I do not think they could absolutely have the power of suspension.

7007. But the greater includes the less; if you have the power to exclude any cabmen that you please from your station, you have the power to say to a man "If "you misbehave I shall never let you enter again"?—Yes, the difficulty is to remember the man and detect him, and especially if you have more than one mode of access to your station; at any rate the difficulty would be infinitely greater than it is now. There is no difficulty whatever now, any man who does misconduct himself is dealt with, and can be punished through his employer, but if you had the open system I am bound to say I think it would be extremely difficult to remember all the men who ply for hire to and from the station.

7008. Do you not think that it might be possible to secure an equally beneficial system by attaching the privilege not to the cab, but to the driver of that cab?—Well, our practice is this, to employ as many men who have single cabs or two cabs as possible. We find that these men are the most reliable, and that they keep their cabs in very good condition, and we have fostered and encouraged the small men and not the large cab proprietors. I have got a list here of the privileged cab proprietors at Charing Cross. There is one large cab proprietor who has 45 cabs, one with 10, one with 14, one with 12, three with seven, then one with six, one with four, several threes, half-a-dozen, two, and 26 proprietors of single cabs.

7009. Does not that represent nearly the general average of holding of cabs throughout the metropolis; perhaps you are not able to answer that question?—I have no means.

7010–11. It has been suggested that it might be better to give the privilege of entering the station not to the cab but to the driver, to be taken away, of course, in case he misbehaves himself?—Where you have to deal with the one master it is rather immaterial who the man is, because you get the man punished through the master at once. Now here, for instance, in the case of Mr. Guilliford, we deal with him alone, whereas we should have to deal otherwise with 45, all his men, who are constantly changing.

7012. If you think it is a good thing that the cab privilege should be given to men who have a very small number of cabs, that objection perhaps would rather become weaker, would it not?—Naturally it would in those cases where you have got single cabs it goes with the driver and the owner, and we encourage that system as far as we can, and at the present moment we have four vacancies which we expect will shortly be filled up; but where you are dealing with larger numbers, for instance, in the case of 45, I am bound to say I think it infinitely better, so far as the control of the men is concerned, to deal direct through the owner rather than with the single driver.

7013. Would you give us very shortly—I do not think you have done it in your paper, Sir Myles Fenton—the advantages which you think the privilege system gives?—Well, in the first place, it ensures a supply of cabs at all times. Before we had the privilege system, we occasionally were short of cabs, and especially for morning mails. We had very considerable difficulty in obtaining from the drivers during the open system the particulars of their destination; they sometimes gave a false destination; they sometimes would not give any answer at all. We required the destination of the man, in order to trace left luggage, or in case of complaint, and that was complained of very much by the then station-master.

7014. I suppose that you might, in some cases, have responsibility yourselves for luggage put by your porters in the wrong cab?—Yes, and left luggage; luggage left in cabs very often. The second advantage is that we have complete control over the cabs themselves, as to their cleanliness and their fitness for the public traffic.

7015. Are those all the advantages?—Well, I think that all these were secured; men who are more amenable to discipline, who are better under control, and who can be directed by the station company's police who are on duty in the courtyards of the station.

7016. Have you any other point of advantage?—Well, I can only say this, that whilst on the one hand we had from the public innumerable complaints (I have a long list of them here, which I need not trouble the Committee with at the present moment), we now have no complaints from the public; none with regard to the cabs themselves, and altogether the whole thing works as smoothly as it possibly can. I may say when we fall short of cabs at Charing Cross, for instance, the outside cabs are allowed to follow in; they are very pleased to follow in, and we charge them nothing for the privilege. Of course, under the present system, we can insist on these proprietors providing cabs at the morning mails and at other times when there is any pressure of traffic.

7017. One of your letters led me to the conclusion that you think in the metropolis generally there is a number of cabs that ought not to be licensed and allowed to run, as not being good enough in quality?—That is so.

7018. You would then be in favour of limiting possibly or, at least, rejecting a great many bad cabs that exist already?—Well, I think so. I think there are some that are in a dangerous condition. A rather unusual accident, which might have been serious, occurred the other day. My wife was coming to Charing Cross Hotel in a four-wheeled cab with three or four friends. She is not a very stout person or very heavy, but, in rising to get out of the cab, the whole floor of the cab came out. If it had been late, and she had stood up to get her purse while the cab was going, there is no question at all about it, it would have been a serious accident.

7019. (*Mr. Hopwood.*) Was that a privileged cab, Sir Myles?—No, an outside cab; and there is no question or doubt that altogether the cabs require closer supervision.

7020. (*Chairman.*) And you think that although such a system led to the diminution of cabs it would be a good thing so to reduce them, and possibly a good thing also to have a smaller number?—Well, I think from general observation—it is only a matter of general observation—there is no doubt there are too many cabs in the street. I think it would be better if it were possible by any means to reduce the number; it would be better for the men, very much, who are left.

7021. What kinds of omnibuses have you at your station?—We have a few one-horse omnibuses, and we have one two-horse omnibus which is only used on special occasions for specially large parties, or for persons who have an enormous amount of luggage or for long distances.

7022. Are they licensed or non-licensed?—They are all non-licensed.

7023–4. Therefore, they can only be used by persons who specially order them?—Specially order them.

7025. Like, I suppose, a fly from a livery stable?—Yes, quite so; they write to the station master at Charing Cross or call at the office—we have an omnibus office at Charing Cross to receive orders; I have got the conditions here* if you would like me to put them in.

7026. Perhaps they might be put in?—There are only six in use at a time.

7027. You find that enough at present for your requirements?—Well, at a busy time when families are going down to the seaside, and that sort of thing, we find they are insufficient, but in winter they are quite enough for our purposes.

7028. Then when you want some more omnibuses for families going to the seaside, do you tell some livery stable keeper to provide them?—No; we simply tell them they are all engaged.

7029. These are your own property?—These are our own property.

7030. And kept in your own yard?—And kept in our own yard. I may say we did not initiate this omnibus system at all; we fell into it.

7031. You fell into it, because it was invented by other companies?—Yes. We do not propose to extend the system at present, at all events.

7032. In your opinion, I presume, it would be illegal for one of these omnibuses, having failed to find the person who ordered it, to stand there to take up anybody?—Certainly.

7033. That would be a plying for hire, and would be illegal?—Certainly.

7034. It is said that that is done to a certain extent—I am not speaking of your particular station; no particular station has been named?—No.

7035. What is your experience?—I can only say I have not heard of it so far as our men are concerned.

7036. You do not know of it?—I do not know of it; it has not been brought to my knowledge if it is so.

7037. You have only six drivers in your employment?—Well, we have more drivers, because we have to work long hours.

7038. How many drivers have you to these six omnibuses?—I should think we have eight or nine drivers.

7039. They have not licences?—No.

7040. It is said they come from the country, is that so?—Well, we get the best men we can; I suppose, as a rule, they are from the country.

7041. You take care that they know something of driving, I suppose?—Oh, yes.

7042. What sort of test do you impose upon the men that you commit the driving of your omnibuses to?—Well, in the first place they are approved by our horse inspector as being men who are competent to take charge of horses. That is the first thing.

7043. How does he proceed to find out their qualifications?—Oh, ascertaining their experience, and all that sort of thing, and their previous characters, and if they have been accustomed to driving horses, and so forth.

7044. And then, how do you proceed to find out whether they know how to drive at all?—Simply from the characters that they bring.

7045. From the characters?—From the characters that they bring; and then very often we have, at least, we cannot say very often, because there are very few of them altogether; but we have, we will say, a boy who has been driving a van, a goods van, or a parcels van who is promoted to one of these omnibuses.

7046. Those boys, perhaps, will look forward to that as a promotion?—As a step in advance.

7047. And then, in that way, you have had experience of their powers of driving?—And I may say we have never had a single complaint against any one of these men.

[Mr. Russell resumed the chair.]

7048. (*Mr. Lough.*) I want to take you through one or two of the points of your paper, if I might, to look at it from the other standpoint?—Certainly.

7049. You say it answers the public, your system?—Yes.

7050. Do you mean the general public of the City, or the travelling public as you know them?—I mean the railway travelling public.

7051. You mean the customers of the railway?—The customers of the railway.

7052. With regard to this statement that you put in, the first, I want to ask you whether you think the best reason you give for abandoning the free system is that it caused a loss to the company?—Oh, no. I say this emphatically, that if we had discovered that the other system was as good in every respect as that of the privileged cab system, the money consideration would not have weighed with us at all. Sir Edward Watkin and I were both most anxious in the interests of the men and the interests of the trade generally to assist

* *See* Appendix IV. 3.

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them and help them, and we have given them, as you see, a very long trial; and it was only after we found that in our special case it was impracticable, that we, with very great reluctance indeed, abandoned it.

7053. I am sure you have stated the thing in the written paper that is put in in the most accurate way, in the fairest way, you could?—In the fairest way I could. I have not gone to extremes in it at all; because I might have given a great many cases, here we have got a long list of cases, against the men; but I did not wish to say anything against the men at all. I have a great regard for cabmen as a class, and I sympathise with them extremely, because I think their duties are very arduous, and I think their pay is in many cases insufficient; and I am bound to say, so far as I am concerned, I never had to complain of a cabman, perhaps that arises from the fact that I pay him a little more than his fare in all cases. As a class I sympathise with them exceedingly; I would only be too glad to do anything to assist in promoting their welfare.

7054. I want to keep, if we may for a moment, Sir Myles, to the money point, because, in the statement, after describing the free system, you then say, it was found after 18 months to work at a loss to the company of 1,897*l.*?—Yes.

7055. That is your first objection?—Yes.

7056. Then it is not put first because it is the chief objection, but only casually?—It was one of the objections with us. It was not the chief objection. If we had found, as I said before, that the open system was as convenient for our passengers as the other we should have continued it most certainly.

7057. I will come to other points of the system in a moment, Sir Myles, because the men have a strong opinion that it is the money point of view that is taken, and we want to get that out. You told us also that you raised the price from a penny to three half-pence?—Yes.

7058. If it was not a consideration of the price why did that take place?—It was at their suggestion that we did that.

7059. Yes; but did you point out to them that it was not paying before you raised it?—I told them, for one thing, that it was not paying.

7060. That lends some support to the supposition that your company attaches a great deal of importance to the financial part?—Well, I am bound to say this, although I have stated there was a considerable loss, and say that still, that was only one of the things that weighed with us; it was not really the primary thing; the chief thing was the extreme difficulty of dealing with the whole question; and the masters themselves said that if they had the regulation of it in their own hands that they thought they would be able to work the whole thing better. They tried first with the penny; they then tried with three halfpence; they then tried paying us so much a week.

7061. (*Mr. Cunynghame.*) Did the men raise it from a penny to three halfpence?—They did.

7062. (*Mr. Lough.*) Do you mean to say, Sir Myles, that the men voluntarily offered to raise it 50 per cent.?—No, they did not; they wanted to make up the amount we wanted.

7063. You pressed them for a certain amount?—We pressed them for a certain amount.

7064–5. Did not that show to them the financial point was then and is still the chief point with your company?—No, I am bound to say it was not, because when we found they were in difficulties we again reduced it to them.

7066. I will come to that. After the 18 months you pointed out that the pennies did not amount to what you could get by the privileged system?—Quite right.

7067. And you asked Mr. Rowland to pay 40*l.* 19*s.* a week; and he agreed to pay 40*l.*?—Yes.

7068. Did you not make that assertion because you felt that it was best to get as much as you could by a privileged system?—Naturally, we were in favour of a fair sum; if we could get that sum out of a privileged system we did not see why we should throw it open.

7069. But you still make and made, according to that, the railway company's revenue the chief point, or one of the points?—Of course it is a point. Unquestionably we should not throw away 1,750*l.* a year. But I am bound to say this, that even if we could see our way, even at a small loss to ourselves, to improve the general condition of things, we should not make the money consideration stand entirely in the way.

7070. But still, generally speaking, all through this statement the difficulty was the financial one with the men?—The difficulty was in their being unable to realise the amount that we wanted them to realise.

7071. Exactly. Then you keep to the privilege system mainly because it enables you to get a revenue?—No. I beg to disclaim that altogether. I say we stick to the privilege system because we find in our experience it is the most convenient for the travelling public.

7072. Incidentally it brings in a revenue as well?—Oh, yes; I do not deny that, and they are very pleased to pay it also, I may say.

7073. Again, in the advantages that you estimate, you think only of your customers?—Yes.

7074. You are not thinking of the advantages to the City?—No.

7075. Nor of the bulk of the cab drivers?—No.

7075*a*. You do not care about that at all?—No, the first thing I have to do as the general manager of the South-Eastern Railway is to consult the convenience of the enormous passenger traffic that we have, and I find that is the best means of doing it, that is all.

7076. When you were stating the advantages of it, you said it provides a supply of cabs at all times?—Yes.

7077. Does it?—Yes.

7078. But then a few moments afterwards you said, "when we fall short"?—I mean to say at all times when we want them for special occasions; for instance, we require that they shall have certain cabs in attendance for the morning mail.

7079. But sometimes it does not provide the necessary cabs? — Oh, no. I do not say it does at all times. Supposing we had 40 cabs waiting, or 50 cabs waiting, at Charing Cross to take the passengers, and we wanted 70 to accommodate the particular traffic of the moment, we get 20 cabs from the outside. As I said before, there is a cabstand outside on the Embankment at Charing Cross, and when our supply of cabs is exhausted these cabs come in, and they are only too pleased to come in, and we do not charge them anything for the privilege.

7080. Then, as a matter of fact, it does not provide you with a sufficient number of cabs at all times?—No, not in that sense, it does not.

7081. Your system, with regard to men bringing up passengers; you allow any cab driver to bring up a passenger, of course?—Yes.

7082. And then you turn him out of the yard?—Yes.

7083. Do you let him take a fare?—No, it would be very unfair to let him take a fare.

7084. You turn him out immediately?—If he is a privileged man he would be turned out if the rank was full.

7085. I only want to hear the practice; he is turned out?—Of course; and he must be; and in the interests of the men themselves it is the only reasonable and fair way. They turn out, and then the man who has been longest on the rank comes up. You must have that system whether you have the yard open or privileged.

7086. Do you not think that sometimes, when the horse has come a long distance, it may be rather cruel to the horse, turning him out immediately?—Well, you cannot individualise; you cannot take each case separately.

7087. I am taking the general rule?—You cannot inquire how long a man has had his horse out, whether he is tired, or what circumstances there are. You must take the men on a particular rule; unless you carry out that rule you will have constant complaints from the men themselves. It would be very unjust to the men if you did not carry out the principle of making all the men who discharge go out at the one exit.

7088. Do you not think, when a horse comes a long journey with passengers and luggage, it may be a little cruel to turn it immediately out of the yard in-

stead of letting it rest a little?—I have never heard a complaint arise with regard to that. I do not think our inspectors would be very cruel, if a man said, "My horse is very tired and very exhausted, if you will allow him to remain here," I am sure he would allow him to do it.

7089. Turning him out at all events obliges the empty cab to go back along the streets probably to where he comes from?—I do not know where he comes from. If he is one of our privileged cabs he goes round to Villiers Street, and takes the first turn with the others.

7090. I am not speaking of those; any other empty cab is obliged to go away from your station?—Yes.

7091. You do not consider, in your system, whether a world of empty cabs is a nuisance in the metropolis or not?—That is not a matter for me.

7092. You do not enter into that?—No. I think it would be rather presumptuous for me to do so.

7093. Then, would you think, on the whole, the working of this system leads to congestion of traffic on those streets owing to these empty cabs being turned out?—I think you would have the same congestion under any circumstances, because you would have a certain number of cabs in the yard waiting, whether they are privileged cabs or not privileged cabs. All the other cabs would be in the streets.

7094. I want to ask you a question about the London Bridge Station?—Yes.

7095. Is the yard in front of your station your property?—It is.

7096. Could you tell me where it commences?—It commences under the bridge leading up to the station.

7097. And then from that right up to the station?—Right up to the station.

7098. Have the police of the metropolis control in the yard or not?—No, we have our own police.

7099. There are a number of shops up there?—There are.

7100. And yet it is not a public street?—Where the shops are is the property of the Brighton Company. Mr. Sarle will, no doubt, be able to tell you all about that. Ours is on the left-hand side, and I do not think we have got a single shop there now.

7101. Then all the yard in front is private property—Is private property, yes.

7102. Do you know anything about the practice in other great cities, Sir Myles?—No, I do not.

7103. Well, I will take certain cities one by one, just asking you a question, if I may. There is a very short note here about the Paris system. I will read it to you. It says: "The privilege of entry is not at the "disposal of the company. One or more standings "appointed by the police are attached to each station, "and to stand on the rank in the railway yards is the "right of the first comer, provided that he conforms "to the police regulations and has previously taken "his place on the cab stand from which the station "cabs are drawn. At the same time the companies "can obtain privileged stands for the cabs which they "themselves put at the service of travellers, pro-"vided that these cabs await the arrival of every "train." That is the Paris system?—Yes.

7104. Do you think there is anything unfair in adopting a different system in London altogether?—Of course you have to take the different circumstances into consideration; you have to consider the size of their station yards and all other matters of detail. I can only say that I should prefer our system at our stations.

7105. (*Chairman.*) Might I put this point to you? I rather think I gather from your last answer but two to Mr. Lough, that you do not feel yourself to be in a position to give any definite judgment on the system practised in foreign cities?—No.

7106. Or on our system as compared with other systems?—No, I have not considered it at all. I thought I was only asked to give information as to our own practice.

7107. I only asked that with regard to shortening your evidence?—Except from general observation I have not considered the general question of the cab service in London.

7108. (*Mr. Lough.*) You put down as a strong advantage in the system that you got a better class of cabs?—Yes.

7109. Do you not think that if the authorities inspected the cabs in the metropolis before they issued the plates, which cost two guineas—did their duty—all cabs would be quite good enough for the purpose of railways?—I think it is entirely a question of inspection.

7110. Therefore, if the inspection was properly carried out, railways would be relieved from that worry?—So far as that point is concerned they would have no complaint to make.

7111. (*Mr. Whitmore.*) Were you thinking also of the driver as well as of the cab when you said that?—Well, with regard to the drivers, as I said before, we are in this position, that where we have the privileged cab system, and a driver does not conduct himself properly, we appeal to the master and not to the men, and deal with the master.

7112. (*Mr. Lough.*) Could you not easily get at any driver by putting down his number?—Of course, we can trace any driver by getting his number, but in this case, where we have got 158 privileged cabs, we have 158 drivers. But in the other case we should have the drivers of the whole metropolis.

7113. Have you not got a good many other drivers? You have admitted that the privileged system does not always provide you with cabs; in that case you have to supervise the ordinary cab that comes in?—Yes, but that is only a small addition to the ordinary traffic. We should prefer to have as many privileged cabs as were required by the public, but we find that it is only when there is pressure of traffic that you require additional cabs.

7114. I will put Mr. Whitmore's question then again. Do you not think that if the authorities exercised due supervision in the granting of licences to respectable and industrious men only, you might be relieved of some of the responsibility with regard to the supervision of drivers?—Well, that is a very large question. Of course, if you are extremely careful about the characters of the men, and there is a close inspection, and the proceedings are very carefully scrutinised by the police, I think you might make a considerable improvement. But as it is at present, the evidence which I have got here goes to show that there are a good many men who certainly, I think, are scarcely fit for the position of cab driver.

7115. When you said originally, and in your paper, that the free system, or the system of letting them in by payment of a penny did not pay, what you meant was—I will put it as a question—that it did not pay as well as the other system?—Yes.

7116. You did not mean that it did not pay the cost of the police necessary to admit them?—Well, I could give you the details of the loss. The extra wages of police, and so on, and collector's cost together was 711*l.* in the period. The amount of tolls collected was 1,488*l.* 6*s.* 4*d.*; the amount which would have been paid under the old system was 2,027*l.* 12*s.*, leaving a deficiency at Charing Cross Station of 1,250*l.* 12*s.* 3*d.* That was for 18 months, from the 1st May 1883, to the 31st October 1884. That is the loss at Charing Cross for that period.

7117. Yes; but my point, Sir Myles, was this: You do not say it did not pay you the cost of working the free system; you only said it was a loss because you could get more some way else?—We got more by the privileged system.

7118. (*Mr. Whitmore.*) But that was a positive loss?—It was an absolute positive loss. The total loss at the three stations for the eighteen months was, as I have stated in the paper, including the wages of the additional police and collectors required, 1,897*l.* 16*s.* 8*d.* in the eighteen months—100*l.* a month.

7119. (*Mr. Lough.*) For additional inspectors?—Additional inspectors and collectors. At Charing Cross, of course, we required one at each gate, and double shifts.

7120–1. How did the three men at the gates come to 100*l.* a month, do you remember?—I have not got the details of the wages. I have only got the wage lists here. And the collector who collects the pennies, of course,

7122. Would not the man at the gate collect the pence?—No; we had a special collector.

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7123. I only want to get this point, and then will leave it, because it is rather a detail. When you say a loss you mean merely that you could make more money by another system?—I mean the difference between the amount we are paid under the privileged system, and the amount we are paid under the open system.

7124. Are you aware that the proprietors who give you a certain sum for the privilege charge a larger price to the drivers—or did until the Home Secretary's Award—for the use of the cab?—I did not know it until I saw it in the papers.

7125. But you did not care about that? It was a mere question of revenue with you?—Well, I do not know that I have to interfere in the questions between masters and men. That is beyond my province.

7126. I call your attention to an announcement here—"Charing Cross from St. Pancras, omnibuses carry passengers across the City free"?—Do you mean Charing Cross and St. Pancras?—Those are the omnibuses of the Midland Company, we have nothing to do with them.

7127. I suppose some charge for that is included in the price of the ticket?—And the London and North Western have some omnibuses also.

7128. (*Mr. Hopwood.*) I do not want to weary you with questions, but I will ask you this. Do you differentiate your case at Charing Cross from that at Victoria, or any other railway company, upon general points of policy?—No. I simply speak of our own experience at our own stations. Mr. Sarle is here to speak with regard to Victoria. You see the circumstances of each place differ so very materially; all the different stations differ so materially.

7129. As to the general policy of the privileged system?—No, not as a general principle. I should think the general principle applies to other places as it does to us, and that is that the privileged system is more convenient for the traffic of the railway.

7130. My questions would be upon general policy only, not upon detail, and so, with your concurrence, I will reserve them for Mr. Sarle?—Yes, I should think so; and at the discussions we have had at general manager's meetings, we have been unanimous in that view—the only exception in the least being that of the South-Western—and it appears that Mr. Scotter has privileged cabs, which I did not know until I read his evidence yesterday.

7131. (*Mr. Cunynghame.*) I should like to know whether, as a fact, when the privileged system was suspended, more property was lost than before when it was not suspended?—I could not say.

7132. You have no return to show that?—No; I could not say that.

The witness withdrew.

Mr. Allen Sarle called in and examined.

Mr. A. Sarle

7133. (*Chairman.*—I will ask you if you will give the Committee any information with regard to the working of the privileged system at Victoria Station?—At the Victoria Station?

7134. I will say London Bridge too—all the stations with which you are officially connected?—If you like I will take Victoria Station first.

7135. If you please?—There are 60 owners of privileged cabs there, owning 136 cabs; they vary from 1 to 11, about 8, or 9, or 10 some of the owners own; and in one case there the owner owns 30 cabs. But on the average at Victoria the owners own two and a quarter cabs each. A very large number are men who drive their own cabs. The charge we make for the privilege, I believe, is the same as is adopted by all other companies except the South Western, that is, 3*s.* a cab a week. Each cab bears a company's number, and they are all approved by the station master, as to the condition of the cabs, the respectable appearance of the drivers, and so on.

7136. Have you any other points that occur to you to mention with respect to Victoria?—No, I do not think so.

7137. Have you ever had complaints about the overcrowding immediately outside the station of cabs waiting to come in and supply the lack of privileged cabs?—No, not to my knowledge.

7138. It has been brought before us—I forget by whom, I rather think by a colleague who is absent to-day, Mr. Burns—that complaints have been made of obstruction caused outside the station by non-privileged cabs waiting for passengers who cannot get cabs inside?—No. Occasionally when the traffic is very heavy I have no doubt the incoming cabs have to wait a short time outside before they can get in and discharge their passengers.

7139. You have no official reason to say that the accumulation of these outside cabs approaches anything like a public nuisance by way of a block?—No. But I suppose the complaints there would be made to the police, not to the railway company.

7140. They would be, no doubt. I thought, perhaps, you might have some echo of them?—No. The only thing I can recollect is, the police established a stand immediately outside our gates at Victoria. It became an intolerable nuisance. In a year or 18 months, after several appeals to the metropolitan police, that stand was removed.

7141. (*Mr. Whitmore.*) Where was that?—Immediately outside the entrance gates at Victoria Station, from the lamp post up to Buckingham Palace Road.

7142. (*Chairman.*) It became a nuisance by way of obstruction?—Yes.

7143. We have heard it said that the Victoria cabs are worse than cabs in other stations, does that tally with your own experience of them?—Certainly not.

7144. You think they are quite up to the standard?—As far as my experience goes, and I very often use them myself.

7145. Now, about London Bridge?—At London Bridge there are 108 privileged cabs, owned by 44 masters, and there the proportion is pretty much the same as at Victoria. They average about two and a half cabs per owner or master. There is a very large proportion of men who drive their own cabs. They may, in one or two cases, own two or three cabs besides. There the charge is the same, 3*s.* a cab per week, and they are kept under the close supervision of the station superintendent, and the inspector who is appointed for the purpose.

7146. Does anything else arise with respect to London Bridge?—No. I think the same remarks apply both to Victoria and London Bridge. For that privilege we render certain services. We supply the men with water, and we have inspectors appointed to take down the numbers of the cabs leaving the station—their destination and so on—in the event of loss of luggage or incivility or any charge, that we can get at the man immediately.

7147. And then with respect to your general experience at the two stations, I would ask you, do you think that the privileged system serves the public convenience?—I have not the least doubt about it myself.

7148. You think that to abolish the privileged system would cause public inconvenience?—It would create so much confusion both at Victoria and London Bridge, where our fore-courts are not sufficient now for the purpose, if you allowed the cabs to enter indiscriminately that it would be utterly impossible for us to manage the traffic.

7149. You think that the inconvenience which you anticipate in the contemplated case would arise from the structural conditions of the stations?—Yes, which cannot be improved.

7150. But—merely from an abstract point of view—supposing a station were physically adapted to the open system, as in one case in London, would you entertain any preference for the privileged system over the open system?—Yes, I think it gives better control over the cab drivers.

7151. So that even if you were in charge of a station where the access was easy and the open system physically workable you would still, as at present advised, prefer the privileged system as giving greater control and being more orderly?—Undoubtedly; but I think

all companies in London do make a charge for the privilege; all railway companies do as far as I know.

7152. You know the system at Waterloo is different; they have a certain number of privileged cabs, but the bulk of them are non-privileged; they only pay a toll on entering, and it is open to anybody to come in?—That is so, some of the cabs.

7153. They have a little privileged lot on the other side?—Well, they have convenience at Waterloo which we have not.

7154. That is what I say, but even in the case of it being physically possible, you think from the point of view of control, order, discipline, the privileged system is preferable to the non-privileged?—Yes, I have no doubt about it.

7155. (*Mr. Cunynghame.*) Do you find that the class of men who drive their own cabs are a desirable class, a respectable and a good class, or not?—I think they are rather the better of the two, that is, men driving their own cabs.

7156. Well, now, with regard to the money charge; you charge an amount of about 7*l.* 12*s.* a year, do you not, to each cab?—Three shillings a week; yes, that is 7*l.* 12*s.*

7157. That covers, as I understand, the inspection and care and regulation of these cabs at the station?—Yes.

7158. Outside the station, I suppose, the cabs are under the care of the metropolitan police?—Outside the fore-court of the station.

7159. Outside the fore-court of the station—over the whole metropolis?—No doubt, yes.

7160. But the sum that they manage to do the work of inspecting the cab upon is 2*l.* a cab, is it not, per annum, or thereabouts?—I do not know; I have no information about that.

7161. Are you not aware that the sum charged for the licence of a cab is 2*l.* a year, and for the driver 5*s.*; and out of that 2*l.* 5*s.* the whole of the expenses of inspecting the cabs of the metropolis are paid, leaving a surplus?—No; I am not aware, but I will take it from you that it is so. But we do something beyond that.

7162. I should like to know what you do that represents the difference between 2*l.* 5*s.* and 7*l.* 12*s.*?—As I have already tried to explain, we supply the cabs with water; we employ men to keep the cab ranks clean, and we have inspectors to take the names and addresses, or rather the addresses of passengers that go out with luggage, and so on; and that, I do not think, the metropolitan police do.

7163. No, they do not keep the cab stands clean; that is done by another set of people. And they do not put the water troughs. Still, that sum of 5*l.* 7*s.* extra seems large; does it not to you?—I do not think so. I do not think we get a profit. I will tell you what our receipts are for the privileged cabs at Victoria; and London Bridge they are practically the same.

7164. Perhaps you would give us them kindly?—It is about 1,100*l.* at London Bridge, and 1,050*l.* at Victoria; so they are practically the same.

7165. Would you give us the corresponding figures of what you estimate to be the expenditure?—I have not gone into that; but there would be very little or nothing left if I went into it; there might be a slight profit—very little.

7166. Of course you would have to have, in any case, if there were no privileged system, inspectors there of some sort to keep order generally in the outside of your station and in your yard?—No doubt we should. But we should not have the same control over the men that we have under the privileged system.

7167. No; but you would have the expense of the inspectors even though there were no privileged system?—I do not think we should go to the same expense.

7168. Is the yard outside London Bridge yours?—Immediately in front of our station it is—the fore-court of our station immediately in front of our booking office belongs to the Brighton Company, but the approach from London Bridge does not belong to us.

7169. There are public shops up there, are there not?—Not belonging to us; the pavement does not belong to us.

7170. Perhaps you could tell us how the railway people reconcile the having a private yard, and having a sort of public street and shops along it?—We have no shops—nothing of the kind.

7171. The London and Brighton have?—They have not indeed, neither at Victoria nor London Bridge. It is private property; I do not recollect the name of the owner for the moment.

7172. I remember, for instance, one shop—there is an aerated bread shop, a fruit shop, and a Turkish bath?—We have nothing to do with them. The pavement in front of the shops, and I think 20 feet of the wood pavement beyond, belongs to another person altogether. We have no control over that; we are bound to keep that space clear.

7173. I only wanted to ask, is the yard in front of your station claimed to be the private property of the railway company?—Yes, immediately in front; but the shops and their frontage do not belong to the railway company.

7174. When cabs drive up with passengers to London Bridge Station, do you allow them to stop there to get a fare?—We do not object to him taking a fare; we do not allow him to stop—he would block up the station.

7175. Would you allow him to stop in the yard?—If only to take up a fare we do not object.

7176. But, practically, you do keep the yard clear of all but privileged cabs?—That is so.

7177. I asked this question of Sir Myles Fenton, but I might ask it and get rid of it—you said it would be a public inconvenience if privilege were abolished; you mean to the railway customers, not to the general public?—That is so, to the railway customers.

7178. You do not take into account the public of the City outside the railways?—I do not see how it affects them.

7178A. You are entirely confining yourself to the customers of the railway?—Entirely to the railway customers.

7179. You said the great objection to the abolition of privilege at Victoria is the structure of the station?—Yes.

7180. I cannot understand why that should be so; would you mind explaining the structure?—I was comparing it with Waterloo at the moment, where they have a very much larger space; all their cabs can come in at the back of the station, and there is a certain control over them there which we have not. The incoming and outgoing cabs at Victoria come in and go out at the same place.

7181. That makes it more easy to control them?—Oh, no, indeed; in case of a block there it would take a great number of minutes to clear the place again.

7182. How would a block arise?—If we saw a cab coming in there—a non-privileged cab, with an unsatisfactory man, he having been drinking, or something of that kind, as sometimes happens, and we tried to keep him out, we might have some difficulty.

7183. That might happen in the privileged system, a man being drunk?—He would sacrifice his privilege; that is the control we have over him.

7184. But you would have the same control over any man who comes up drunk—take his number?—We should not be able to remove him so easily. These men are in fear of losing their privilege; they attach so much importance to it.

7185. A man would also be in terror of losing his licence?—Not to the same extent, I think.

7186. Except that, you do not see any difficulty in working the open system?—Except that I say I think it is very apt to lead to confusion at times, and very serious confusion.

7187. I wanted to put it this way: supposing your yard holds 40 cabs or 50 cabs, you could as easily let in 40 non-privileged cabs, and then put up a board, "Yard full," if you had a man at the gate, as you could work the privileged system. You cannot have more than the yard would hold?—I think that would lead to very considerable obstruction in the streets.

7188. (*Mr. Whitmore.*) You mean outside the yard?—Lead to very considerable obstruction in the streets. They would have to drive up to the station before they could see this board, and you would have the street blocked.

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7189. (*Mr. Lough.*) You heard what I asked Sir Myles about the financial matter. Do you put the profit to the railway company in the foreground of the arrangement or not?—No, I do not. I forget what Sir Myles said; but I do not. We try to cover what our expenses are in the matter.

7190. And on the ground of revenue, if a better system could be suggested, you would not object to adopt it?—No; I think it is too small a sum for a large company to think much about.

7191. (*Mr. Bayley.*) You like the privilege system, I suppose, because it gives you contol over the men; it ensures you getting, perhaps, a better appointed cab than you otherwise would get; and enables you to trace luggage robberies and follow up better than you otherwise would do; is not that it?—That is so. I think those were the reasons I gave.

7192. Then suppoing you should be forced by a strike of cabmen, for instance, to give up the present system, you would consider yourselves at liberty to employ your own cabs?—The company to provide cabs?

7193. To provide your own cabs?—We should be obliged to do something of the kind, of course, for the convenience of the public; but I may say that during the course of the late strike we had no difficulty in supplying cabs for the public in a sufficient number.

7194. And you would not necessarily feel bound to employ cabmen to drive those cabs, I suppose? You would employ your own staff or other servants?—That we should do as a matter of course, if we had our own cabs.

7195. (*Mr. Whitmore.*) Have you thought at all of the system of attaching the privilege to the driver and not to the owner of the cab?—No; I have not thought of it. But I think it is much better as it is; and especially as we try as far as we possibly can to get men who are owning single cabs. We find it more satisfactory; and, as I said before, in answer to Mr. Lough, I think we get a better class of men. The small men are better than the large men; the large man has to employ other men and he has not the same control over them that we might have.

7196. How do you choose out the owners for the privilege?—Well, they apply.

7197. And what are you governed by in the selection of them?—Well, the appearance of the cab and the horse, and the appearance of the man himself. It is left to the station superintendent to do that.

7198. But generally speaking he would try to get a superior class of cab and respectable looking driver?—Yes; there is no question of it.

7199. And you think you are successful in arriving at that result?—Yes, to the best of my knowledge. I have no complaints at all. We do get complaints about all kinds of things in connexion with railway matters; but I really do not recollect a single complaint about the condition of the cabs. The name of the company is on the cab; and the public know exactly to whom to apply.

7200. (*Mr. Hopwood.*) Would the complaints be made to you, Mr. Sarle?—Undoubtedly.

7201. That is, in the eye of the public the railway company is the owner of the cab?—Yes; the company's name is on the cab, with the company's number.

7202. Very well. Then have you been advised, or have you considered, whether in the event of the privileged system being done away with, it would be open to the company to themselves obtain licences for cabs and carry on the cab business?—I think they would be bound to do something of the kind for the convenience of the public.

7203. Upon the whole question of privileged cabs, I take it, you think of the public travelling by rail, and of the public alone?—That is so.

7204. And if the privileged system were done away with, and nothing put in its place which would satisfy the public, you would have to embark in the cab business yourselves?—Yes. I do not know whether we should have the legal power; that would be a matter for after consideration, but we should have to do something of the kind undoubtedly.

7205. I will not press you upon that point, it is a delicate and difficult matter. But, upon the assumption that in the future there is a better inspection of cabs, and a better inspection of drivers, you would be content, as I understand it, to throw open your yards to the non-privileged cabs, provided that proper regulations were duly enforced?—Well, I should think it would be very inadvisable to do so.

7206. Is that merely on the ground of want of space?—No, public convenience. We should be able to do it to some extent, but not so readily in the case of lost luggage. We have frequent complaints now of luggage being lost. In the hurry of the moment, a train coming in with a great number of passengers, luggage may be wrongly loaded on to the cab; we get those complaints, I will not say daily, but two or three in the course of the week at busy times.

7207. What powers have you to recover that luggage expeditiously that do not belong to the police?—We go to the men direct; they are plying at our stations; we know who they are; they are there every day; and any one of them would bring a thing back to the station immediately instead of taking it to a police station three or four miles away.

7208. But is it not the fact that under the system at Waterloo it is open to the inspector to take the number and address of the cab, and that he does so successfully? No, I do not think he does; in my experience he does not. I know I have left Waterloo Station with luggage, but the destination of the cab has not been taken.

7209. There has been a refusal to give it?—No, it is not asked. There is no person, so far as I know, to look after it.

7210. Have you suffered any personal inconvenience from that?—Not personally.

7211. Have you considered this question from the public point of view; I mean the public point of view rather than the railway passenger point of view: for instance, the waste of power which there is to the cab service in a cab travelling from one station to another with a fare and back from that station without a fare, and forbidden to take a fare?—No; it does not arise to any very great extent with us, because the privilege covers both Victoria and London Bridge. A man, instead of coming back to London Bridge if he is nearer to Victoria goes there; there is no extra charge made.

7212. Yes, but he has to go there empty?—Yes; so would other cabs—they would have to go to a certain cab stand empty.

7213. And provided there was sufficient cab-stand accommodation that might be the next street?—It might be; it might be a mile away.

7214. My criticism is aimed at the wear and tear of the cab, the horse, and the man by travelling back from one station to another without being permitted to take a fare?—I do not know. I have not gone into that; but I do not think there can be very much in it, or else we should not be able to get the number of privileged cabs that we do get now if it did not answer their purpose.

7215. Are you aware that the evidence which has been given before this Committee by the men is adverse to the privileged system?—Oh, well, I daresay if they could get into the railway station free they would much rather do that than pay 3*s.* a week. It is very natural that they should do so.

7216. They say that they can make a better living on the streets?—A better living on the streets than at the railway station?

7217. Yes?—Why do these men come and pay the privilege if they do not get anything out of it?

7218. Is it not a question of custom with them?—I do not know I am sure; that goes rather beyond my experience.

7219. I was merely putting it to you to show the difficulties of the position. The same observation applies to the proprietors, who say that they would sooner that their cabs plied upon the streets than use the stations so far as profit is concerned?—No, I do not think that can be so.

7220. (*Chairman.*) I rather gather that these questions, like questions about foreign cities, are beyond your scope—upon which you have formed no opinion?—Circumstances are so different.

7221. (*Mr. Lough.*) Do you know any privileged system in any foreign city?—No, I cannot say.

The witness withdrew.

Mr. WILLIAM CHAPMAN called in and examined.

7223. (*Chairman.*) Are you a driver as well as a proprietor?—Only a proprietor.

7224. Have you ever been a driver?—Yes, sir; I held a driver's licence for about 15 years; I drove regularly for the first 10 years.

7225. What were you before you took to driving?—I was in the coal and coke trade, sir.

7226. But had you ever had any experience of driving?—I commenced driving when I was 20 years of age; I had had experience of driving before that.

7227. Before you became a cab driver you had something to do with horses or driving?—Yes, for six or seven years; I drove a tandem during part of the time, too.

7228. How long have you been a proprietor?—31 years; going on for 32.

7229. How many cabs have you?—34 at the present time, sir.

7230. How many in daily use?—I am speaking of those in daily use; it is supposed to be 34, but I daresay I have one at home; I daresay I have 40 cabs or over, including spare cabs.

7231. What is your system of letting them? Is your system the two-horse system?—Yes.

7232. In your opinion is the present system of inspection an adequate system?—I hardly think it is, sir.

7233. Where do you think it breaks down?—I think there is a great deal more attention paid to trivial matters than there is to more serious points. I think there is a great number of cabs working in the streets that are hardly fit to do so. On the other hand, there is great notice taken of such a thing as the removal of a plate or the obliteration of a passing mark, which is of no injury to anyone, but perhaps more palpable to those under whose supervision the cabs come, that is the ordinary inspector of police on a cab rank.

7234. What you think is, that in inspecting too much attention is paid to the trifles and not enough attention to weightier matters?—That is so; that is in the general supervision, outside the annual inspection when the cab has to be produced at the station.

7235. In the original passing before they are allowed to go on the streets, do you think sufficient attention is paid to the structure and the nature of the cab?—I think not.

7236. Not even then?—No.

7237. Then as to the man's capacity to drive; do you think that is sufficiently tested?—No, I do not think that is either; and I think, in the examination for a licence the system breaks down very much by requiring from the driver that he shall have an absolute knowledge of London.

7238. I am speaking first of the knowledge of driving, the art of driving; do you think that that is sufficiently tested?—I think not, sir.

7239–40. Do you think that the man's knowledge of London is sufficiently tested?—I think they are too exacting in that respect.

7241. That they require on that point too much?—Yes; I think they overlook the more serious matter, the applicant's experience in the management of horses and driving, and pay too much attention to his knowledge of London; that is to say, a man may know London perfectly well, but be perfectly unfit to drive a cab, whereas a man may have a very imperfect knowledge of London but may be a skilled driver, and he will acquire that knowledge of London which he requires in a very very short space of time.

7242–3. Have you any very great difficulty in getting a supply of drivers?—Yes, sir, a great difficulty.

7244. Really?—During some periods of the year I have had such a thing as 10 per cent. of my cabs at home for want of drivers.

7245. Is that because you are very particular in the men you employ, or because there is nobody to be had—Because drivers who are suitable do not present themselves.

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7246. Is your standard of suitability higher than that of other proprietors?—No; rather the other way. My class of property is not of the exceptionally high class, but a very good class. The horses are well looked after; my men work six days a week; the horses are all fat and fresh, that is well known in the trade; my cabs are all very good cabs, but they are not finished off in the elaborate style that some are.

7247. So there is nothing particular in your business to account for your difficulty in getting an adequate supply of men?—Nothing beyond the necessity of good men presenting themselves.

7248. I mean you do not raise the standard higher than other proprietors?—Rather the other way; being a six-day place men would seek it.

7249. To what would you attribute your difficulty in getting a proper supply of men?—Well, to the drivers; many of them seeking the more superior class of property and a more central position to work from. I may explain to you that my stables are situated at Highbury, Islington, and the drivers seem to gravitate towards Clerkenwell more, where they perhaps get rubber-tyred cabs lavishly fitted, and they seek them notwithstanding the price is considerably higher.

7250. I think that does explain it in a measure; you would yourself think Highbury rather out of the way for a supply of cabs?—There is a great number of proprietors about there and a great number of drivers go from that immediate neighbourhood to Clerkenwell. I cannot explain that quite, sir.

7251. You would have to get as far as Clerkenwell probably before you would get anything like good custom; I do not suppose Highbury does produce much custom, does it?—I think in the winter time Highbury as a starting point would hold its own with any part of London, but not so much in the height of the London season, of course.

7252. So you do not admit that your locality is particularly out of the way?—No.

7253. Not particularly disadvantageous?—Not particularly so.

7254. Now about the butterfly grievance; of course we have heard a good deal about it; do you believe that it amounts to a substantial grievance?—I do not, sir. It is brought about, I think, more by the legitimate driver not working so regularly in the winter time or the bad season of the year as he does in the summer.

7255–6. Do you think that there is any considerable number of men who are mere loafers at other times and occasionally drive?—I do, sir.

7257. And then in addition to these, is there not a class of men who work at other occupations regularly and drive occasionally?—Oh, there are some, yes.

7258. And then there is this third class you mention: men who always drive more or less but drive more at one particular time of the year than another?—That is so, sir.

7259. You reckon all these as coming under the head of butterflies, do you?—I do not term them butterflies but I call them men who do not use their licences sufficiently long to be allowed to retain them. I think that if a man does not use his licence for a certain period during the year, he is not a fit man to drive unless he can show good cause how he has passed his other time.

7260. That is what I mean, but what we, I think, have gathered in the inquiry so far is that the people who are objected to under the name of butterflies are those who have no occupation—are merely loafers when they are not driving; come out to drive now and then and are corner men standing about and doing nothing at other times; these are the butterflies who are more particularly objected to by the regular drivers. You have just now said there is such a class as this, there are such people?—These are the men who are more particularly objected to, I think, by the proprietors, but from what I have heard from the drivers they more seriously object to men who follow legitimately other occupations in certain periods of the year and then only come and join the ranks of the cab driver when

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the business is most lucrative; there are many of those no doubt, but still the loafers are considerably more than they are.

7261. And then again there is the class you mentioned just now, the men who are legitimately always drivers, but do not drive regularly; drive more at one season than at others?—Yes, that is so.

7262. Taking them altogether, these occasional drivers of three classes, do you think they are numerous enough to make a serious competition with the men who drive persistently all the year round?—I think they are numerous enough to keep another better class of driver from entering the cab trade, who would work more consistently and regularly.

7263. And as regards those who have entered the cab trade, do you think they are numerous enough to make getting a living more difficult for them?—I do not think so, sir. These loafers come in at the time when the trade is most advantaged: all the stations are filled up, and that prevents a man, even if he be a good man, if he gets a licence at that particular time, getting employment very often, whereas if they were removed he would have a better chance.

7264. I said it not only, as I understand, keeps people out of the trade, but to the men who are actually in the trade, and working regularly the presence of these butterflies or occasional drivers is a source of loss by way of competition?—I do not think so, sir.

7265. No? I thought that was what you said just now?—No, inasmuch as our regular drivers all through the season have their situation, they hold it; they cannot interfere with it: whether there are two men driving or one is a matter of indifference to them; they have their cab and secure it, and they are perfectly safe, and they do not give the odd men a chance.

7266. What I mean is, the butterflies must take off some of the custom?—Well, if the plates are issued to the cabs there must be drivers for them: it does not increase the number of cabs whether the butterflies drive them or anyone else. If you ask me to say that the cabs are too numerous and want stopping I quite admit it, but it does not seem to me to follow whether it is a butterfly man or another man that drives them: they have to take their places in the street; there are no more cabs in the street, so it cannot interfere with those who have their regular work. Why the butterfly men appear more numerous in the best season is because of the irregularity with which our regular drivers work in the bad time: they are willing to rest one or two days a week very often, but in the season they do not give an odd man or a butterfly man a chance.

7267. But what I rather mean is this: does not the influx of butterfly men at certain times lead to the bringing out of more cabs than would otherwise be out?—No, sir.

7268. Cabs that would otherwise be at home in dock, we should say?—No sir, I do not think so. None of the proprietors keep more plates than they wish to work or are desirous of working; if they are expecting to work more, they get more cabs, but these do not have plates upon them. If they want an extra cab in lieu of one stopped for repairs, the plate is removed from that one, or it goes into dock when the plate expires and they get the plate on another one.

7269. (*Mr. Whitmore.*) You do not think there is an excessive number of drivers now?—No sir, I do not, only of the butterfly class or the loafing class.

7270. (*Chairman.*) But you do think there is an excessive number of cabs, as I understand you?—Yes, I quite admit if the cabs lessened in number the drivers should be also.

7271. You think the cabs require lessening; that there are too many for the needs of the population?—I do, sir.

7272. What would be your way of lessening. Knocking out any already licensed or refusing licences to any more?—It would come very hard to knock out those who are in the trade: I should not like to be very arbitrary in that respect. I think steps should be taken to see the number did not increase, and to reduce the cabs presented for re-licence that are unfit, by better supervision and stricter inspection; and I think further, that a register should be kept of the cabs for the guidance of the officers that pass them. I would suggest that when a cab is first produced, it should have a registration number and a certificate with it that should last its whole life, and should go with it whoever owns the cab.

7273. Then have you any opinions about the juvenile drivers; do you think it would be to the advantage of the trade to refuse to license a youth to drive?—I do not think it is expedient to license anyone under 18 or 19 years of age, but some of those have proved themselves to be very good drivers—clean.

7274. You would not be willing to put the limit at 21; say, nobody to drive under 21?—No, I commenced driving a cab when I was 20 years of age, and I might say, during the whole of my career I have not met with any accident or any collision; and I have had young men in my employ who have been thoroughly sober and competent drivers. Much depends upon how they have passed their previous life, competency in driving is the chief thing that we want; if you get that, and the age of 19, I think you will be perfectly safe in that direction.

7275. What do you think about the proposal to have two classes of cabs, first and second class, with different prices?—I think there are already too many classes. Do you mean so far as the charge to the public is concerned?

7276–7. To be recognised and to charge differently to the public?—I do not think it would answer at all.

7278. Do you believe that a good lot, as it is generally called, can generally command more than its legal fare?—I do, sir.

7279. A man who drives a really smart turn-out may generally reckon upon getting something over and above?—I think so, sir, and I think that is proved by them paying the higher wage and keeping themselves more respectable and driving more regularly. I think the thing speaks for itself, they seek these good lots at a higher price.

7280. You say, "Keeping themselves respectable;" is it your experience that the cabmen as a rule are a better, more respectable class than they were, say, 20 years ago?—I do not think they vary much; I certainly think that there are now about London a class of drivers whose respectability is not up to the standard of 20 years ago, nor yet their appearance; I speak of these irregular drivers, loafers as you may term them.

7281. Taking the whole trade as a lot, do you think that they have rather gone back than improved in 20 years?—As regards their respectability or appearance?

7282. Respectability, intelligence, sobriety?—I do not think they have improved either in that respect or in their attire, indeed I do not think that they perhaps get quite as good remuneration now as they did a few years back.

7283. That is another thing: but we have had from some witnesses testimony that the men have improved although the living is a harder one to get; I mean that there are more respectable men in the business now; they are better conducted as a class than they were 20 years ago, although things are harder?—I think they have only improved, perhaps, with the times. I think we shall find fewer men who cannot read and write in the cab trade now than we did years ago, but I think that is only going with the times and education.

7284. And do you think a man can make as much as he did with the same number of hours and the same degree of ability 20 years ago?—I do not think perhaps he can, sir, but there are men now who can get a good living who do not work more than 12 hours a day, others will work 16, and my experience is that the man who works the shortest hours has the best living, or appears to.

7285. (*Mr. Whitmore.*) That is only if he has a better class of cab?—No, there is no choice with mine. The man who works 12 hours a day always pays his money regularly, and I have no difficulty with him at all.

7286. (*Chairman.*) Taking them as a class—as a whole—you do not think their living has improved in 20 years?—No, I do not.

7287. Rather gone down?—Rather gone back. I do not think the trade is so good for proprietor or driver as it was 20 years back.

7288. Now we come to quite a different question. Will you turn your eyes to that instrument in the corner of the room. Have you given any attention, as a proprietor, to mechanical contrivances of that kind

for testing distances—the taxameter as it is called?—I have not, no special attention. I do not think any complicated machinery like that in connexion with the cab trade would answer for one moment. We have great difficulty now about keeping those things that are used in the cab trade down, door openers, window blinds; there is a constant jingling, and they are frequently getting out of order, many of them; and any addition of that kind would be a certain disadvantage and a perfect breakdown—it must break down.

7289. Now, with regard to the 6*d.* fares, are you in favour of that change?—No, sir.

7290. You do not think that the increased number of people who would take a cab if they could get it for 6*d.* would more than compensate for the diminution in the sum?—I do not think so, sir, and it would have another bad effect, I think. It would very greatly increase the number of loitering cabs in public places, as it would be putting them in competition with 'busses. And another thing, it would be acting the same as it did many years ago. When I first drove there was a 6*d.* fare in existence, and it was often the cause of complaint with the fares through the insolence of the drivers. They were frequently taken off a rank, possibly they thought they were going to take up a fare; they were taken a short journey and handed 6*d.*, after having stood on the rank for two or three hours. That often caused quarrel and abuse from the drivers and inconvenience to the fares themselves. I think the cab trade sooner wants elevating than demoralising. I think that would have a tendency to demoralise the drivers.

7291. Have you any experience with regard to the extent of "bilking"?—Yes, sir, my experience is that I frequently hear of it.

7292. In your own business?—Yes, sir, from the drivers; we jointly suffer in that respect; the proprietor as well as the driver. We occasionally get the tale of a "bilker" instead of the cash that we should have. Sometimes they find them out and pay it, but if a man does get "bilked," as I have reason to believe he very often does, perhaps not so often as he says, we suffer in that respect, because if the man does not earn the money—as a rule they are men without capital—they do not pay us.

7293. You say "not so often as he says." Do you think that even making a deduction for some little imaginary cases, that there is a considerable number of real cases of "bilking"?—I think it does exist, sir.

7294. And is your experience this, that when it does exist, it is with reference to considerable fares, fares for longish journeys, so that one act of "bilking" means a considerable loss?—I do think that; I do not think drivers are often "bilked" for a small amount.

7295. People who go to Hampton Court, Richmond, or out of town?—I think I may go further and say that the "bilking" that is done is done intentionally.

7296. I think throughout this inquiry we have found that cabmen apply the term "bilking" only to the real intention of cheating, not accidental omissions to pay?—That occurs sometimes, a gentleman will go into an office in the City and become engaged in business, and really forget he has left his cab outside; I think that occurs sometimes.

7297. But then in that case the remedy is easy, because the man can send to him if he has left?—If he knows where to find him, but he may pick up a gentleman who is visiting at a hotel there and goes to his solicitor or stockbroker, and when you inquire at the solicitor or stockbroker's office, they say, "There are thousands of "gentlemen coming in here during the day. We "cannot tell you who he is," and you cannot find him. When called to take up at a particular house you have means of finding him; that occurs sometimes.

7298. I suppose a gentleman who merely forgot he had a cab at the door and remained in the house would get sent to?—That does occur, but it is more often at offices and flats; for instance, anyone getting out here at the door of the Home Office with a cabman waiting may pass out and forget about his cab.

7299. Unobserved?—Unobserved.

7300. You were talking about the loss of "bilking" falling on the proprietor as well as the man. I should like to ask you a question about a proprietor's liability in other respects. You are bound to produce a driver who has offended in any way and to pay a driver's fine, are you not?—The instances in which we are bound to produce the driver are at a police court on a charge

7301. In case of lost luggage also the proprietor has to pay?—In case of lost luggage the application comes to the proprietor direct, and he is responsible for it.

7302. What do you think of those two liabilities; they are rather serious burdens?—They are serious matters In the first place, I do not think a proprietor should be responsible to produce a driver at a police court inasmuch as the police have an equal register of the driver's whereabouts and his licence as the proprietor has, and it is quite as easy for them to serve the summons direct at the driver's residence as at the proprietor's. It often entails very great inconvenience and unpleasantness. The proprietor is bound to appear himself or by some responsible man at the police court. In effect it is punishing the proprietor instead of the driver, and in many instances, especially if it is a fairly good service, the proprietor pays the man's fine, so that he gets punished by his attendance at the police court, neglecting his own business, and then—well, a voluntarily inflicted punishment on himself by paying the driver's fine; then it generally occurs that you appear at Marlborough Street at 12 o'clock in the morning, and it is very inconvenient to a proprietor to leave his yard, and the driver may have left your service, and you have to run about and find him.

7303. You are speaking of the responsibility of producing a driver?—At the police court.

7304. That is one burden, and the other is with respect to lost luggage. Do you think that is a hardship?—I do; I think that the liability should be limited. I had to pay some time back 90*l.* for the loss of a portmanteau with valuables in. I have no means of ascertaining, when these portmanteaux are lost or luggage is stolen, what their contents were; if they are never found it is for the owners to make the declaration, but it has been proved on several occasions that the declarations have been false; that has been found afterwards.

7305. In the case of a portmanteau not found, is anything required to support the testimony of the owner of it that the contents were worth whatever value he chooses to put upon them?—That is all.

7306. May he put a fancy price?—That is our experience.

7307. Might he say there were documents lost in that portmanteau which were worth hundreds of pounds to him?—I do not say about documents, but articles of clothing, jewellery, or any moneys or anything of actual value, the claim for any inconvenience or expense they might be put to by getting duplicate documents, they have only to make their declaration, prove it in a court of law, and the proprietor is responsible to any amount.

7308. How would a gentleman prove the value of the contents of his dressing bag?—I think it is accepted if he swears it on his oath.

7309. As far as you know without limit?—Without limit, yes, and in some instances these portmanteaus have been stolen, and the offenders have been captured and the booty gone. We have found sometimes the portmanteau, minus its contents, at pawnshops. Even when we have found them—well, our liability exists to the same extent when it is proved to be a case of actual robbery. I do not think the proprietor should be held responsible at all. Where it is lost through the carelessness or negligence of a servant letting it fall off the cab, I think it is only fair the proprietor should be responsible to a limited extent. You see the fare never declares the value of the property he is placing in your servant's charge; if that were so, and he paid a sum equivalent, as a railway company would charge for having valuables, it would be a different matter; then of course the man would be cautioned to take particular charge of it, and he would be paid for so doing, but they might throw upon the top of a cab a portmanteau of the most ragged appearance, and yet be of the value of 200*l.*, and the driver might think there is nothing in this except some dirty shirts and stockings, or what not. He would not be at all aware of what the value was.

7310. Do you happen to know, because all this about the liability of a proprietor for things stolen off a cab is new to me, if the law has been altered in that respect a little?—It has not.

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7311–12. Within my recollection there was a very celebrated jewel robbery of the Countess of Ellesmere's jewels in St. Martin's Lane, while she was coming from Euston. Jewels of an enormous amount were lost. It was a very famous jewel robbery about 1858? It was off a four-wheeled cab, and in that case the liability would have utterly ruined the proprietor?—Yes.

7313. Do you know whether the law is altered in that respect?—I think not. I have never heard anything different; that a cab proprietor is liable to an indefinite amount, but the Carriers Act is different.

7314. With regard to the fees for licensing cabs, do you think they are justly levied, or are they excessive or what?—I have never gone closely into that matter, but some have in connexion with our trade, and they say that the price charged for the control of the Hackney Carriage Department is far in excess of the cost to the Commissioners of Police for the Government; and there are things charged, I believe, to the Hackney Carriage Trade which would be fairly charged to the General Police Account, such as attending to the cab ranks outside the theatres. Well, they attend equally so to gentlemen's carriages, and there is no charge made upon them in respect to that, and to all vehicles in common. Of course, we think that we should only be charged as far as our licensing and inspection, and offices in connexion with that, not for the general control of the vehicular traffic in London, which is largely charged, I believe, so I heard it stated, to the cab account.

7315. (*Mr. Cunynghame.*) Are you in favour of an extension of the radius?—I am in favour of the abolition of the radius altogether, and instead of that to map out a district.

7316. You would be in favour then of marking out a district which might be irregular in shape possibly, according as was thought fair?—That is so.

7317. I suppose, as a witness suggested to us, you would paint on the lamp-posts on the main great thoroughfares the limits of that district?—Yes, sir.

7318. And then join straight lines from post to post, as it were, and so enclose a space?—Yes, or go round the roads, as they happened to suit. There is a particular place, where the radius perhaps bears very hardly, namely, Finsbury Park station, where a great number of cabs get out.

7319. Just outside the radius?—Just outside, and whether there was a radius or not, I think it should be in the power of the Commissioner of Police or whoever had the control of the hackney carriage trade, in such a case as that to declare that rank within the radius.

7320. You are aware, I suppose, that there are differences of opinion about this matter, and that those who hold an opposite opinion to you are generally the people who have their stables and ply solely outside the radius?—Yes, sir.

7321. I suppose that is true?—Oh, yes.

7322. We should get an opinion one way or the other pretty much as we happened to call them?—Yes.

7323. It is not a matter of honesty; it is a matter of which pays them best?—Yes.

7324. Have you any privileged cabs?—Yes.

7325. How many?—I have 12.

7326. Now what do you think of the privilege system?—I think the privilege system should be abolished.

7327. Altogether?—Yes.

7328. You have told us that you thought the sum of 2*l.* 5*s.* a year—for that is what each cab and its driver pay to the police—was sufficient for the cost of maintenance of police supervision or more than sufficient?—Yes.

7329. I should like to ask what you think of the sum of 7*l.* 10*s.* charged by the railway company for each cab per annum; do you think that too much?—I do, sir; still you get an equivalent for that in the special benefit.

7330. You get a special benefit, but I am only regarding it as the price paid for something done for you?—Yes.

7331–2. Not for the benefit obtained, but for work done; looking at it from that point of view you would think it too much?—For work done for the railway company?

7333. (*Mr. Whitmore.*) By the railway company?—By the railway company. Still I think it is only reasonable for them, if they give up space which would be valuable to them perhaps in the shape of yards, to charge something.

7334. (*Mr. Cunynghame.*) You think that fair?—I think it is fair in that respect; I do not know what would come to pass if they were not to place at the disposal of the cabs some of their own private property; it would seriously encumber the streets and crowd them.

7335. And you think therefore that as a return for having bought that property, which they certainly have, that some charge would be fair?—I think so, sir.

7336. But the amount, I suppose, you are not particularly prepared to go into?—No, sir.

7337. Well, you have told us that you think that the number of cabs ought to be lessened?—I think there are too many, sir.

7338. Well, would you limit them?—No, sir, not by a direct limitation.

7339. How would you lessen them?—By raising the standard of quality.

7340. And would you raise the standard of the men in the same way by eliminating the men who are not so desirable?—Yes, I would.

7341. And it is in that way that you would effect a certain limitation both of cabs and men?—Yes, sir.

7342. Now about driving; when you first began to drive you began in the coal trade, I think?—Yes, sir.

7343. What experience of driving had you before?—I was in the coal trade from the time I was 14 up to about when I was 20.

7344. Did you get experience of driving in the coal trade?—I drove a van, a light cart.

7345. Not at a very great pace with coals in it?—I drove a tandem empty, and I think I could drive them at 12 miles an hour.

7346. A tandem with coals at 12 miles an hour?—I do not say that I drove them in the van at 12 miles an hour; I could easily, with the two horses I had, drive at 12 miles an hour when the van was empty. I have driven a tandem also in a hansom cab.

7347. (*Mr. Lough.*) You said you thought a driver who did not use his licence a certain number of days a year should not have it renewed?—Yes, sir.

7348. How many days would you think fair?—I should say some limit between one month and two months; I would not be hard upon a driver for resting certain times.

7349. Do you mean that if he used the licence for 30 days out of a year you would be satisfied?—No; I say if he neglected to use it for 30 days of the year without accounting for it properly.

7350. And, at the outside, if he neglected to use it for 60 days, you would make that a reason for not renewing the licence?—If he neglected to use it, yes; something between one month and two.

7351. Sixty days at the outside?—Yes, I have three licences now in my possession, as to one of which I have not seen the driver since the 15th day of January, one the 7th day of February, and one the 2nd day of the ninth month of 1893. These licences I have left with me, and it frequently happens that we have a driver's licence in our possession for a month without seeing anything of the driver.

7352. You said you were in favour of limiting the number of cabs?—Yes, sir.

7353. Do you know how many there now?—Somewhere about 11,000.

7354. How many do you think could be spared?—I should think we could very well spare 2,000.

7355. Do you think that the charge that is made, of 40*s.* for the cab plate, too high?—Yes, I do think it is too high.

7356. How much would you think reasonable?—Well, it is generally stated about 1*l.* should cover the cost of it.

7357. (*Mr. Whitmore.*) I only want to ask you one question. Are your privileged cabs in any way better than the other cabs that you have?—No, sir.

7358. Or are the drivers of the privileged cabs superior in respectability?—No, sir; most of those driving my privileged cabs drove for me before I had privileges, and were transferred.

7359. Then in assigning a privilege to a particular cab you are not influenced by a desire to get the railway company a superior cab or a superior driver?—No, sir, not at all—ordinary men; there are as good men working the street as there are in the railway, they work more regularly certainly, these men that are on the railway; they get a benefit of the privilege, it is an advantage to them.

7360. It is an advantage to them?—It is an advantage, and it is recognised by their retaining them for the time that they do; they do not change their situations nearly so frequently when a man gets on a railway job, although at some period of the year it is of no value to them.

7361. (*Mr. Bayley.*) Have you any experience, Mr. Chapman, as to the earnings of cabmen?—Only by what I have heard from them repeatedly.

7362. What is your impression as to the average earnings of cabmen?—I believe that a cabmen's average earnings, that is to say after he has paid his expenses out, will be about 30*s.* per week.

7363. That is after paying for his food?—After paying for his food, and I may tell you that is the evidence given by their representative at the Labour Commission: after paying their outdoor expenses they net 30*s.* per week to take home.

7364. The average earnings of what we call the swell cabmen are considerably above that?—Oh, they would be more than that.

7365. (*Mr. Cunynghame.*) If the number of cabs was decreased by the number, say, of 2,000 I suppose it is quite certain that they still would remain nearly as congested in the centre of the City as before, because they would nearly all rush to ply there, would they not?—I do not think so, sir.

7366. I mean the decrease would take place in the suburbs rather, would it not?—No, I think the other would be the fact; I think it would be a material decrease in the centre of the town. I think that is the part it would affect more than the suburbs; I do not think it would affect the suburbs but very little.

7367. Can you give us any reason for that opinion?—Yes, because in the suburban trade I do not think they are overflowed with cabs; I think they are doing better than the men are in London considering the style of vehicle they have; and, further, that it is carried on by men who live in those outside localities and do not touch London. Of course, when we speak of 11,000 cabs, perhaps central London does not have more than 7,000 out of them, so that 2,000, I think, would be calculated to affect that 7,000 by reducing them to 5,000, and very little affect the other 4,000 that are in the suburbs.

The witness withdrew.

Mr. William Williams called in and examined.

(Mr. Cunynghame in the chair.)

7368. (*Chairman.*) You attend here, Mr. Williams, on behalf of the Vestry of Hammersmith, to make a representation to this Committee?—Yes, sir.

7369. You have handed in a paper which I think we might print in full, expressing your views and giving a great many interesting statistics in support of them?—Yes, sir.

The present cab radius of four miles, measured from Charing Cross, was fixed in the year 1867. Since then the general conditions of the metropolis have undergone considerable alterations. First, there is the question of population. In the year 1867 most of the outlying districts of the metropolis were but sparsely inhabited. The following table illustrates the wonderful growth of the parishes comprised within the jurisdiction of the London County Council, showing the census returns for 1871 and 1891.

Table A.—Population, County of London.

Parish or District.	1871.	1891.	Increase.
City of London	74,688	37,705	—
St. Marylebone	159,254	142,404	—
St. Pancras	221,465	234,379	12,914
Lambeth	208,342	275,203	66,861
St. George's, Hanover Square.	89,677	78,364	—
Islington	213,778	319,143	105,365
Shoreditch	127,164	129,009	—
Paddington	96,813	117,846	21,033
Bethnal Green	120,104	129,132	9,028
Newington, Surrey	88,722	115,804	27,082
Camberwell	111,307	235,344	124,037
St. James'	33.619	24,995	—
Clerkenwell	65,380	66,216	836
Chelsea	71,089	96,253	25,164
Kensington	120,299	166,308	46,009
St. Luke's	54,995	42,440	—
St. George's, Southwark.	56,077	59,712	3,735
Bermondsey	80,429	84,682	4,253
St. George-in-the-East.	48,052	45,795	—
St. Martin's	21,238	14,676	—
Mile End	93,152	107,592	14,440
Woolwich	35,557	40,848	5,291
Rotherhithe	27,096	39,255	12,159
Hampstead	32,281	68,416	36,135
Whitechapel	76,520	73,552	—
Westminster, St. Margaret and St. John.	66,050	55,539	—
Greenwich	100,600	165,413	64,813
Wandsworth	71,044	156,942	85,898
Battersea	54,016	150,558	96,542
Hackney	115,110	198,606	83,496
Stoke Newington	9,841	30,936	21,095
St. Giles	53,556	39,782	—
Holborn	43,520	33,485	—
Strand	37,570	25,122	—
Hammersmith	42,691	97,239	54,548
Fulham	23,350	91,639	68,289
Limehouse	57,690	57,376	—
Poplar	116,376	166,748	50,372
St. Saviour's	30,250	27,177	—
Plumstead	52,380	88,539	36,159
Lewisham	49,727	92,647	42,920
St. Olave's	14,873	12,723	—
Gray's Inn, &c.	1,246	1,634	388

It will be seen from the above table that the population of the parishes completely within the radius shows signs of diminution rather than of increase, whereas that of the parishes situate only partially within or entirely outside the radius has in some instances almost doubled itself, as will appear from the following table.

Table B.—Population of Parishes, parts of which are situate Outside the Present Radius.

District.	1871.	1891.	Increase.
Hammersmith	42,691	97,239	54,548
Fulham	23,350	91,639	68,289
Kensington	120,299	166,308	46,009
St. Pancras	221,465	234,379	12,914
Islington	213,778	319,143	105,365
Hampstead	32,281	68,416	36,135
Bethnal Green	120,104	129,132	9,028
Mile End	93,152	107,592	14,440
Greenwich	100,600	165,413	64,813
Clapham	27,347	43,698	16,351
Tooting	2,327	5,784	3,457
Streatham	12,148	42,972	30,824
Putney	9,439	17,771	8,332
Wandsworth (parish).	19,783	46,717	26,934
Hackney	115,110	198,606	83,496
Stoke Newington	9,841	30,936	21,095
Limehouse	57,690	57,376	—
Poplar	116,376	166,748	50,372
Chiswick	8,508	21,964	13,456
Willesden	2,089	61,266	59,177
Barnes	4,197	8,445	4,248
Total	1,352,575	2,081,534	729,283

Mr. W. Williams.

20 July 1894.

It will thus be seen that the population of the parishes, parts of some and the whole of others, which are situate partly or entirely outside the present radius amounts in the aggregate to 2,081,534 persons, an increase of 729,283 persons on the census of 1871. The second point is the question of railway stations. At most of the railway stations in the metropolis the Metropolitan Commissioner of Police has fixed cab stands either opposite the entrance or adjacent to the stations. The following table gives the number of London railway stations situate totally outside the metropolitan cab radius. TABLE C.—Railway stations outside radius: Clapton, Finsbury Park, Kensal Green, Kilburn, Stoke Newington, New Cross (two stations), Deptford, Greenwich (two stations), North Greenwich, Bow, Bromley, Bethnal Green, Hackney (three stations), Homerton, Old Ford, Poplar, the East and West India Docks (six stations), Victoria Park (two stations), Hammersmith (three stations), Shepherd's Bush (two stations), Ravenscourt Park, Wormwood Scrubs, Willesden Junction. The third point is the practical unanimity of the various local authorities in the metropolis in favour of the extension. In January 1892 the Vestry addressed a circular letter to each of the vestries and district boards, and replies were received from the following authorities concurring in the proposal, viz.:—TABLE D.—Local authorities in favour of the extension: Chelsea Vestry, Clerkenwell Vestry, St. Margaret and St. John (Westminster) Vestry St. George the Martyr (Southwark), St. Pancras Vestry, Paddington Vestry, St. Luke's Middlesex Vestry, Holborn District Board, Strand District Board, Wandsworth District Board, St. Saviour's District Board, Willesden Local Board, Putney Vestry, St. Saviour's Vestry, St. James's Vestry, Lewisham District Board, Rotherhithe Vestry, Camberweli Vestry, Greenwich District Board, St. Giles District Board, Hornsey Local Board, Stoke Newington Vestry, Battersea Vestry, Wandsworth Vestry, St. Olave's District Board, Marylebone Vestry, Shoreditch Vestry, Whitechapel District Board, Poplar District Board, Lambeth Vestry, Newington Vestry, Hackney District Board, Bow Vestry, Fulham Vestry, St. George's Hanover Square Vestry, Islington Vestry, South Hornsey Local Board, Kensington Vestry; and the London County Council have also passed a resolution in favour of the proposed extension. The fourth point is the inequalities. If a person hires a cab within the radius to come to, say, Hammersmith, he pays at the rate of 6*d.* per mile; but if he wishes to return, or journey from any point outside to any point within the radius, a fare of 1*s.* per mile is demanded. Hammersmith, it is submitted, should have the same privileges of the cab-fare radius in force in London.

7370. You are in favour of an extension of the four-mile radius?—Yes, sir.

7371. And you have pointed out to us that the great majority of vestries, including the County Council, are also in favour of such an extension?—Yes, sir.

7372. Would you tell us the amount of the extension that you think ought to be made?—The county of London, sir.

7373–4. The whole county of London you mean, uniform?—Our first application was for the one mile extension.

7375. And now?—Well, if we are looking to Hammersmith, then we should be satisfied if the radius was extended to the limit of our parish.

7376. Naturally, but you are come to give the opinions of more than the Hammersmith Vestry?—Oh, yes.

7377. What do you think would be the best system for all?—Well, the county of London.

7378. Then, according to you, I may take it simply that the greater the extension the better the parishes would be pleased?—Yes, sir.

7379. But have you also considered what would be fair to the men, the drivers?—Yes, I have, sir.

7380. People must live, and have you considered whether it would be fair to have this extension?—Of course, on the north and south, it would be hard for the cabmen in that respect. It would be unfair to the cabmen to ask them to work for the same price to Hampstead as on the level roads to Hammersmith. I quite admit that the cabmen should properly be studied and well paid for what they do.

7381–2. (*Mr. Whitmore.*) I should just like to ask you one question on what you have said. Would you also take into consideration the density of the population on the outskirts of London as well as the character of the ground; you have said it would be a hardship on the cabmen to have to drive up hill to Hampstead, but would you not also think of what was the quantity and quality of the population beyond the present radius?—Yes; you will see by this return that many of the districts inside are diminishing in population, and driving them out to the suburbs. In the Fulham and Hammersmith line there is an increase in 10 years of 120,000 people driven from the City. The deputation that waited on the Home Secretary some time ago represented two millions of people.

7383. (*Mr. Lough.*) What is your object in extending the limitation?—For the good, I think, sir, of the men and of the district of Hammersmith.

7384. But I want to get it more precisely. Is your object to get the cabs at 6*d.* a mile, or is it that there are not enough cabs now?—No; the disadvantage we feel, sir, is that we outside the radius have to pay more to ride inside to London than you do out.

7385. Then your point is that you want to get the fare reduced to 6*d.* in your locality?—Yes, sir.

7386. You have got plenty of cabs at present?—Well, no, we are not particularly overdone with cabs, because this plan will show you that we have many stands there that are not used. We think if the extension were made we should get more cabs, and there would be more work for them to do in that district during the day than now when they stand idle till the evening time.

7387. But your first reason, at any rate, is that you think you are entitled to the 6*d.* a mile fare in these outer districts?—Yes, sir; and I think it would be good for the inhabitants, for the tradespeople, for the shopkeepers, and those who have to pay their rates.

7388. As well as the cabmen?—As well as the cabmen. Because we find that we are to a certain extent at a disadvantage as compared with Kensington in the question of letting the property which produces the income of the vestry which we are called upon to pay to the County Council. That is one reason why we think that we are entitled to have the privileges that we have to pay a share of the rates to the County Council, and we think we should have that amount of benefit.

7389. Would you be in favour of any change in the fares that now obtain in London, that, is the minimum fare of 1*s.*?—Yes, sir.

7390. Would that satisfy you?—On precisely the same principle as it is now, but extend the distance not reduce the fares.

7391–8. Then you want your cab to travel two miles for 1*s.* instead of one mile; now it travels one mile for 1*s.*, does it not?—1*s.* a mile, sir.

7399. (*Mr. Lough.*) Your point is you want the two first miles for 1*s.*?—That is so.

7400. (*Chairman.*) You think that if the radius were extended there would grow up a demand in the suburbs for cabs, which would largely benefit the cabmen themselves?—I do think so, sir.

7401–2. And secondly, do you not think that there is in Fulham and Hammersmith—I am speaking of those two districts round the spot where you live—a very great dearth of cabs indeed, that it is very difficult to get one?—No, sir.

7403. You think there are plenty?—Well, there is no scarcity, I suppose.

7404. Well I want to know what your experience is; do you think there are too many or not?—There are not too many.

7405. Do you think there are too few?—I think so.

7406. Too few?—Too few, sir; you see the whole of those get near the stations and Olympia, the outside get but very few at all.

7407. (*Mr. Bayley.*) What is your position on the vestry?—Chairman of the Cartage Committee.

The witness withdrew.

Adjourned till Tuesday next at 11 a.m.

THIRTEENTH DAY.

Tuesday, 24th July 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. HENRY CUNYNGHAME.
MR. F. J. S. HOPWOOD, C.M.G.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary*.

7408. (*Chairman.*) I have first to read a letter. We found at last a witness who was ready to give a definite instance of bribery.* Well, we had a letter from him this morning:—

"9, Albert Street,
"Paddington Green,
"July 23rd

"DEAR SIR,

"IN answer to yours of the 21st inst., I was not aware when giving evidence before the Committee that it would be published in the papers, and when the man I mentioned saw it he refused to come forward, as he thinks he might get into trouble and lose his licence. I am extremely sorry, for my part, he will not come forward after my making the statement I did; but, of course, you can see the position that I am in. Trusting that it has not put the Committee to any inconvenience,

"I remain,
"Yours truly,
"(Signed) D. CHAMBERS."

MR. WALTER H. MACNAMARA, Honorary Secretary to the Cabmen's Shelter Fund, called in and examined.

Mr. W. H. Macnamara.

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7409. (*Chairman.*) We understand that you are secretary to the Cabmen's Shelter Fund?—Honorary secretary.

7410. For 14 years?—Since July 1880.

7411. And a member of the committee since 1876?—Yes.

7412. Instead of my asking you questions point by point, perhaps you would tell the Committee in your own words the history of the institution, and what you think about its working?—The fund was started in 1875. In that year a few gentlemen, notably Sir George Armstrong, of the "Globe" newspaper, Mr. Dennistoun, the late Mr. Macnamara, made a practical beginning by appealing to the public for funds to place shelters on the most prominent ranks of the metropolis, and the response was very ready and generous.

7413. May I ask you on that point whether it was intended that these shelters should be what the name seems to imply, protection from the weather, or eating houses?—Primarily protection from the weather, the other followed afterwards, as I will describe later on. At that time the police regulations—and, for all I know, now—prohibited cab drivers from leaving the ranks when they are in charge of their cabs, and therefore the object of the shelters was not only to provide shelter and warmth, but to provide them with food and tea and coffee at reasonable prices when on duty on the ranks. Before these shelters were established, as many of us remember, the men had no refuge whatever in bad weather except the inside of their cabs, which they were not at all loth to occupy. There were obvious evils in that. They would get thoroughly wet through, go to sleep in their cabs, and remain there until a fare came along. The Cab Shelter Fund have issued an annual report and balance sheet every year. I should like each of the Committee to take a copy of the last report; it contains an authoritative statement by the committee, and the detailed account of the work. On almost the first page will be found the names of the committee, the trustees, the honorary treasurer, and the honorary secretary, and the only two paid officials of the fund, that is, the general superintendent and the inspector. The general superintendent is paid 128*l.* a year, and the inspector 1*l.* a week; out of that they have to pay their travelling expenses.

7414. (*Mr. Hopwood.*) The objects of the society are confined to the metropolis, I suppose?—Yes. At page 16 of the report you will find a list of the donors of the shelters. A large number of these shelters have been given by friends or relations of the committee and through the personal influence of the members of the committee, and I am sure I am correct when I state that many of these shelters, if not all, would not have been given unless there had been a responsible committee to take charge of them, men whose names were a guarantee that the shelters would be used for the purposes for which they were intended. The cab drivers and the cab owners have not contributed anything whatever towards the erection of the shelters. Cab drivers could not be expected to provide shelters themselves, because these shelters are extremely costly. As is stated in the report, the shelters originally cost about 80*l.* to 100*l.* Great complaints were made that they were extremely unsightly, they were of the bathing machine type, and we therefore offered a prize for a more ornamental shelter. Shelters have been built after the prize design, and are to be seen in most of the prominent streets here. These shelters now, with their fittings complete, cost something like 200*l.* Then we encourage, as much as we can, a floral display at these shelters. I am sorry to say, owing to the strike this year, we have made a very poor show, but there is no doubt there is no objection to them now by residents on the ground of their being unsightly.

7415. (*Mr. John Burns.*) In what way do you connect the strike with the poorness of the floral display? Owing to the fact that the men——?—Owing to the fact that the attendants have taken so very little, and we have not been collecting our fees from them.

7416. But, generally speaking, the floral display is contributed to by the men?—We do not contribute to it in any way. There are one or two shelters where there are gifts of flowers and plants. The men do it themselves at a cost of 20*s.* to 40*s.*

7417. And you find that the men take a great interest in them?—Yes, we do. I should like to state on what terms the shelters are open to the cab drivers. These terms have altered considerably since the shelters were first established in 1875. We had to buy our experience like other philanthropic societies at the first start. In our first annual report, which was issued a year after the institution of the shelters—in 1876, the committee stated that: "In order that the "shelters should be kept clean and the wants of those "cabmen using them be well attended to, the committee conceived it desirable to appoint a paid "attendant to each shelter, who should be allowed the "profits out of such refreshments as he disposed of, "the refreshment tariff being under the committee's "control. To meet the expenditure of his wages they "determined on issuing tickets, the prices of which "would not be less than a penny a day, nor exceed "fourpence a week. About 60,000 of these tickets "were issued to cabmen during the year, but a large "majority of the drivers declined to avail themselves "of the shelters under the conditions imposed; and as "a consequence the receipts from these tickets were "not sufficient to pay the wages of the attendants. "The committee have therefore decided, whilst keeping the shelters still under their complete control, to "throw them open (free of charge) to every bonâ fide "cab driver, and to discontinue the wages of the

* *See* questions 3954–60.

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"attendants. They believe in consequence a large "number of cabmen will be certain to make use of the "shelters, and that by a slight increase in the price of "refreshments the attendants will be sufficiently paid "for their services." Ever since then the shelters have been open free to bonâ fide cab drivers, but to nobody else, not even to omnibus drivers or conductors, and at the present time the attendants in all but two cases are former cab drivers. I may say that the appointments are eagerly sought after, and we give them to the most capable and deserving men, and men of undoubted good character.

7418. On this point, Mr. Chairman, may I ask Mr. Macnamara if we are to understand that previously an attempt had been made to get the cabmen by a ticket system to pay the wages of the attendant, and that now his wages come out of any profit from the refreshments?—That is so. Yes, the idea was that the cab drivers themselves ——.

7419. Should pay the wages?—Well, I will not say the wages—should pay a small sum, that it should not be a simple charity.

7420. That they should contribute towards it?—That it should be a sort of club subscription, as it were.

7421. Now they do that through their food?—I must say that our object from the first was to make the shelters self-supporting, and with that object we, since 1876, have taken a weekly sum from the attendants in charge of the shelters. This is stated at page 10, I think, of the report before you. "It may be here "remarked that the attendant in charge of a shelter "makes his living by the sale of tea, coffee, bread and "butter (at a tariff fixed by the committee) and all kinds "of provisions to the drivers frequenting the shelter, "and pays a weekly fee, varying in amount according "to the position of the shelter, to the committee, which "forms a fund for painting, repair, and general "maintenance." The amount of the fees paid by the attendants varies; the largest fee that is paid is 7*s.* 6*d.*; in some cases the fee is merely a nominal one of 1*d.* a day or 6*d.* a week. If the committee desire it I can state the fee paid in each of the 40 shelters. I have noticed that one witness stated that the attendants pay as much as 12*s.* 6*d.* a week. Our maximum fee, and that is only in respect of one shelter, is 7*s.* 6*d.*

7422. Then 12*s.* 6*d.* is not paid in any case?—12*s.* 6*d.* is not paid in any case. The error may have arisen in this way: that in addition to the fee which comes into our pockets—when I say into our pockets I mean to the fund—they have to pay for the gas. The gas company will not recognise the attendants, and they have to pay the gas to us, and that is added on every week.

7423. That is how the sum is got out?—That is how the sum is got out, no doubt. I have here copies of the tariff which is allowed to be charged by the attendants. I may say, with regard to this particular fee of 7*s.* 6*d.*, and, in fact, all others, that during the late strike for five weeks we were unable to collect any fees at all, and at other times we have often had to reduce them, always in August and September, and sometimes to remit altogether. I think that, independently of the strike, we have now something like 9*l.* of fees in arrears, which probably we shall never recover.

7424. Is this fee, paid by the keepers of the shelters, an inclusive amount?—He is not the keeper of the shelter; he is our servant.

7425. Well, the tenant?—It is inclusive; he is supposed to pay it once a week.

7426. And he pays that for rent?—He pays it, as stated in the report, as a fee towards the fund for painting, repair, and general maintenance.

7427. It is practically rent?—Yes; but we do not so state it in the agreement. This is the agreement: he is to be the attendant and obey the committee's directions. The attendance shall be subject to be determined at one week's notice; he shall be allowed to sell in the said shelter to cab drivers tea, coffee, and bread and butter, and to charge for the same according to a certain tariff* to be from time to time approved by the said committee, and exhibited in the shelter; and also to cook the dinners of the said cab drivers and to charge 1*d.* for each cooking, and to apply the same, together with any profit on the provisions, to his own use and benefit. And in order to ensure the quality of such provisions the tea and coffee are to be purchased from such shops as may be appointed by the committee at the prices to be fixed by the committee. Then he is under terms to keep the shelter clean and in good order, and pay such sum as may be chargeable for gas and fuel and light; and he also is to pay a sum a week to the fund towards the repair and maintenance of the shelters of the said committee, and will at the lawful determination of the said attendance, by notice or otherwise, give up full and peaceable possession of the shelter. The shelter being closed without the express sanction of the committee shall be considered a breach of the agreement, which shall thereupon terminate.

7428. (*Mr. Hopwood.*) Then it is in no sense a hiring agreement?—It is in no sense a hiring agreement.

7429. The position of landlord and tenant is not set up?—No, we allow him to sell provisions there.

7430. You hire him, but he does not hire the shelter?—He has no rights at all in the shelter, in the building in any way; he has no rights of a tenant in it.

7431. (*Mr. John Burns.*) He really has a repairing occupancy whilst he is in the occupancy of the shelter under the conditions you lay down; the fee that he pays, varying from nothing to 7*s.* 6*d.*, is for the annual maintenance and upkeep and small repairs of the shelter?—Yes. I may state that it very often anything but covers it; the repairs are extremely heavy, the wear and tear of wooden buildings so much exposed to such a climate as we have.

7432. Are we to gather that, even in the case of the highest fee, it is not sufficient to meet the annual maintenance and upkeep and repair?—You may, yes.

7433. (*Mr. Hopwood.*) And it is perfectly clear that the society assumes the whole responsibility for the shelters, and that they are not under-let; the authority over them is not parted with to these keepers?—In no case; they are bound to keep open our hours, and you will see our rules are stated in this general report; there are rules for the shelter attendant and rules under which the shelter is open at pages 18 and 19.*

7434. It has been suggested to us that the shelters are under-let; that is the point that we want you to meet?—We never part with the control of the shelter in any way; the attendant has no option at all as to the hours it shall be open, whom he shall serve, or what he shall charge.

7435. (*Mr. John Burns.*) So sub-letting, in the sense that the shelter people let it to A., and A. sub-lets it to B., does not exist?—Not at all.

7436. And if it comes to your knowledge you would stop it at once?—It could not exist, because we have a general superintendent and inspector who visit these shelters two or three times a week, and at different times of the day and night.

7437. And it is not possible for anyone to farm out one, two, or three shelters?—Absolutely impossible. I should describe the attendant as the weekly servant of the committee. I do not know that it would be disputed that the cab drivers use and appreciate these shelters. They are extremely popular with a large number of them. The numbers who use the shelters are given in the report at pages 11 and 12.† I may state that many of these shelters were placed on the ranks at the earnest request of the cab drivers. In the year 1884 we had no less than 184 of the cab drivers petitioning for a shelter in the Bayswater Road, at the Marble Arch; and then in the year 1880, 1,562 cabmen petitioned St. George's Vestry, Hanover Square, not to remove the shelter from Stockbridge Terrace, near Victoria Station.

7438. (*Mr. Hopwood.*) But the interest of the cabmen in those two particular places could probably be accounted for by the fact that there was no coffee-house accommodation in that neighbourhood?—There was coffee-house accommodation at Stockbridge Terrace. Then I should like to state that in 1883, as stated in the report for that year, the Paddington Vestry requested the committee to remove a shelter placed in the Harrow Road. "The vestry ordered its "removal in consequence of representations that the "shelter did not pay rates, and it was alleged that it

* Present tariff—tea, half-pint, 1*d.*; pint, 2*d.* Coffee—half-pint, 1*d.*; pint, 1½*d.* Bread and butter (one slice), ½*d.*

* *See* Appendix VI. IV.

† The 40 shelters are used by over 3,500 cabmen daily.

" interfered with the trade of those who did; where-
" upon a deputation of cabmen attended a vestry
" meeting specially convened for the purpose, and pre-
" sented a petition signed by 2,331 cabmen, asking for
" the retention of the shelter." The committee, in their report for that year, were glad to state that in the result the vestry rescinded their former resolution by a large majority. Then in addition to the mere shelter and refreshment accommodation given in the shelters a very large number of provident and benefit clubs have sprung up. I think they are referred to in the report before the committee, at page 8. "Although in no
" way under the control of the committee, they are
" glad to observe a satisfactory extension in the
" advantages derived from the establishment of sick,
" provident, and benefit clubs, and clubs for the pur-
" chase of rugs, whips, capes, and other articles of
" necessity to the drivers. In many of these cases the
" clubs have been instituted and successfully main-
" tained by the shelter attendants, and it is gratifying
" to note their properly audited balance sheets."
Then, in addition to that, most of the shelters have libraries; libraries which have been gifts by residents. Canon Farrar gave a library, value 10*l.*, to the shelter in Palace Yard, and many other libraries have been given to the shelters, and newspapers are supplied by residents to the shelters in their neighbourhood. I notice that it has been stated in evidence before the Committee that during and since the recent strike non-unionist men have not been served in a shelter.

7439. (*Chairman.*) That was one of the questions I was going to ask you?—The committee, of course, have nothing do with trade disputes. The general superintendent and myself during the strike, and after the strike, received several complaints from non-unionists against a particular shelter to which they referred. The attendant was sent for, and he was told that he was liable to be dismissed if he drew any distinction between the unionist and non-unionist men, and I then caused this notice to be printed and put up in every shelter:—"The Cabmen's Shelter Fund. Important
" notice.—The committee of the fund find it necessary
" to give notice that the shelters under their control
" are provided for all cab drivers, whether unionist or
" non-unionist men, and that the attendants are bound
" to make no distinction. The committee feel sure
" that all right-thinking cab drivers will be of opinion
" that trade or party disputes cannot be allowed to
" extend to the shelters, which should be neutral
" ground, and are provided for the comfort and con-
" venience of all cabmen complying with the simple
" rules under which the shelters are open." A copy of that notice was posted up in all the shelters. I am sorry to say it had to be put up two or three times owing to its being pulled down by unionist men. I have received a number of letters from unionist cab drivers protesting against this notice; I have one letter here—it is very short if I may read it—signed by a cab driver, and he gives the number of his badge. He says: "Dear Sir,—I have looked with great surprise
" at the notice in the shelters that the attendants are
" to serve all drivers regardless of their opinions of the
" present strike. Allow me to say as one of the 11,000
" now on the books of the union, that if blacklegs
" are to be served you will have to depend entirely on
" that class of despicable drivers for the patronage at
" these shelters, as all the union drivers I have spoken
" to on the subject are determined to do no business
" with anyone having any transactions (business or
" otherwise) with this class of unprincipled and con-
" temptible fellows. Of course, you will be unable to
" see any threat in this, but I must further state that
" we are under no obligations to the shelters, paying
" the same as at ordinary eating-houses, who are glad
" to serve us. And those eating-houses will be treated
" in like manner by us should they attempt to bring
" us into contact at our meals with this class of des-
" picable beings." In the result, our attendants, I believe in every case, have tried loyally to carry out the instructions in that notice. A further result is that to-day two, if not three, of our shelters are boycotted; one of our principal shelters in Piccadilly is boycotted by unionist men, and a letter was received yesterday from the attendant of that shelter, in which he says:—
" Dear Sir,—I hope you will excuse my liberty in
" writing to you, but my position has become such as
" that I cannot excuse myself from doing so. I have
" had expected troubles with my customers concerning
" the notice posted up to the effect that I was to make
" no distinction between non and union men, as regards
" the serving them. I have made no difference up to
" the present, according to Mr. Macnamara's order,
" and by doing so I have lost the best part of my
" custom, and am now boycotted by the cabmen. I
" have stopped a good many men with great difficulty
" from tearing down the notice; but one man last
" Tuesday on seeing it, abused me as hard as his tongue
" would allow him, and made an attempt to tear it
" down; I, of course, tried to stop him, and by so
" doing I was handled most roughly. I therefore hope
" you will do your utmost in assisting me in this
" matter."

7440. (*Mr. Whitmore.*) Does that boycotting mean a great diminution in the number of those attending that shelter?—A very large diminution, and as the result, of course, we have received no fees from the shelter whatever. I may say we have lost something like 50*l.* or 60*l.* in fees since the beginning of the strike, and the effect is that we now, at the present moment, have not sufficient balance to pay for the maintenance and repairs. There is a deficit for the first time for many years; our subscriptions and donations have fallen off, as compared with this time last year, to the amount of 130*l.* We are continually receiving letters from our subscribers in which they say that owing to their disgust at the view some of the cabmen took of what they were entitled to do at the time of the strike, they withdraw their subscriptions from the Cabmen's Shelter Fund; and it is extremely probable that before the end of the year ——, in fact, I do not see any other way that we can meet our liabilities except by selling out part of our invested funds. Those invested funds we have carefully nursed in order that we might have a fund with which to replace the shelters; because these shelters are not very long lived, exposed to the climate as they are; and we find that although in the past it has been easy to obtain donors of shelters, it is not easy to get people to replace a shelter which has been once given.

7441. (*Mr. John Burns.*) Seeing that the strike has terminated for something like a month, what is your justification for continuing the posting of these notices, when the object of the notice has disappeared?—Because the grievance remains.

7442. To what extent?—To a very large extent.

7443–4. Has anything happened within the last fortnight?—Within the last fortnight the grievance remains: I am quite willing to withdraw the notice at once, but the unionist men in the shelters will not allow the non-unionist men to be served; that is where the difficulty arises.

7445. As apart from the objection to the notice, what proof is there that the unionist men will not allow the non-unionist men to be served; can you give us an instance, within the last fortnight or three weeks since the strike has terminated, of these things?—I thought this man stated it.

7446. (*Mr. Hopwood.*) Is that letter dated?—No, the letter is not dated; it was received yesterday. He says: "I have made no difference up to the present,
" according to Mr. Macnamara's order, and by doing
" so I have lost the best part of my custom, and I am
" now boycotted by the cabmen."

7447. (*Mr. Whitmore.*) Your other correspondent, a unionist cab driver says, does he not, that he will not go to any place?—Yes.

7448–50. (*Mr. John Burns.*) We have had evidence that boycotting is not only on one side, because a number of people who have hitherto contributed have declined to contribute in consequence of cabmen having done this, that, or the other during the dispute?—The boycotting of non-unionist drivers is by the unionist drivers, not by the attendants.

7451. (*Chairman.*) Have municipal authorities statutory power to establish and maintain shelters?—Yes; up to 1890 it would seem they had not, but in that year, by the Public Health Act Amendment Act, the benefit of the institution of cabmen's shelters was recognised by the Legislature. That Act enacts that "An urban authority (*i.e.*, borough
" councils, improvement commissioners, and local
" boards), may from time to time provide, maintain,
" and remove in or near any street in their dis-
" trict suitable erections for the use, convenience, and
" shelter of drivers of hackney carriages, and such
" other persons as the urban authority may permit to
" use the same. The urban authority may from time
" to time make regulations for prescribing the terms
" and conditions and the fees (if any) to be charged for

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" the use of such places of shelter, and may make bye-
" laws for regulating the conduct of persons using the
" same." This enactment, of course, does not apply to London, to which our work is entirely confined. I should like to state, on behalf of the committee, that we quite recognise that the establishment and maintenance of cab shelters in the metropolis might, perhaps, be more properly carried out by public bodies in whom the streets are vested, and who now erect public lavatories and refuges, which they did not do at the time the shelters were established. We established shelters at the time when no public body had the power, and, as far as I know, the inclination to do anything of that kind.

7452. (*Mr. John Burns.*) Am I to gather from that, that in the event of voluntary contributions not being forthcoming, your committee would favour the transfer from the voluntary society to the local authority, to be subsequently named?—It is in no way dependent upon voluntary contributions; what we wish to do, and do now, is what is most for the benefit of the cab drivers.

7453. As apart from voluntary contributions, would your committee view with disfavour the transfer from the voluntary society to the local authority?—Certainly not, if it were thought to be for the benefit of the cab drivers. We, of course, are trustees for the donors and subscribers. I may say that two or three of the shelters have been given on the special terms, that we were to return them to the donors in case of any change of management, or in case of our not using them on the rank for which they have been given.

7454. (*Mr. Hopwood.*) You are not incorporated in any way?—No.

7455. There would be a difficulty in regard to the legacies that you have received if you were to wind up?—Yes.

4456. I see you have legacies?—Yes, we have received legacies. Most of the donors of these shelters are dead.

7457-8. (*Chairman.*) Mr. Macnamara, another question I have to ask you is: Is it a fact, as we have heard it stated more than once, that the shelters have become so crowded, so popular, that they are no longer available as mere shelters for people who wish to go in to be out of the weather, but are fully occupied and engrossed by people taking their meals in them?—They are fully occupied at meal time.

7459. That is a definite time?—Say, between 12 and 2 the shelters are fully occupied by cabmen having their dinner, five or six outside, who have ordered their dinner, waiting their turn, and at tea time the same, but at other times there is plenty of room for purposes of shelter merely.

7460. Is it true to say that the managers of those shelters would rather have the men's room than their company? In other words, that unless a man is prepared to spend money on food he is not welcome there?—We have done all we can to prevent that, but I have no doubt that the cab drivers themselves would resent a man sitting there at meal time when they wanted to have their dinners, teas, or suppers.

7461. No; but I am speaking of between meal times. Do you think between meal times, to vary the form of my question, an ordinary driver is at perfect liberty to go in and use the shelter as a shelter?—Certainly.

7462. It would not be conveyed to him that unless he were ready to spend something on food he was not wanted there?—Certainly not We have done all we can in the matter. We passed a resolution on the 30th October 1885 to this effect: " Resolved, that the general
" superintendent caution the attendants that the shel-
" ters are to be used by cabmen, whether they take
" refreshments or not, and that if further complaints
" are made (there had been complaints) the rules will
" have to be altered and a notice placed in the shelters
" to that effect." That was in 1885. Then in 1889 our general superintendent, Mr. Morris, who for 16 years has well looked after the interests of the cab drivers and the fund generally, writes to each attendant this letter: " I think it right to draw your very serious
" attention to a feeling which within the last year or
" two has been gaining ground amongst our friends the
" cab drivers of London, that the shelters (which are
" erected and placed in the streets of the metropolis
" for the sole comfort and convenience of cab drivers
" by a charitable public) may not be used by them (the
" cab drivers) except for the purposes of refreshment—
" in other words, that a shelter is 'simply a trading
" concern for the benefit of an appointed attendant,
" and that so long as an attendant makes a living by
" the sale of provisions to the drivers frequenting the
" rank on which a shelter is established he (the
" attendant) is satisfied, and that the comfort and con-
" venience of the cab driver is a matter of secondary
" consideration about which he need not trouble him-
" self." He says, " The rule of the committee on the
" question is this: 'The shelters are for the occupa-
" 'tion, comfort, and convenience of the cab drivers,
" 'whether used by them for the purposes of refresh-
" 'ment or not—provided the rules are obeyed,' and I
" feel sure that if it could be proved before the com-
" mittee that the attendants as a body studied their
" own interests only, and were indifferent to the
" honour and practical utility of the fund, very sweep-
" ing changes would at once be made in a very
" summary manner." On behalf of the committee, I should like to say that we claim that the Fund has been extremely economically managed, and we should challenge any statement that any other body could manage it better; but, at the same time, it has been a heavy task, a heavy claim on our time, of course wholly gratuitously, for nearly 20 years, and we do recognise that there are public bodies who have the rates at the back of them, who might very well provide shelters for cab drivers and carry them on; but of course to-day we are the trustees of a property worth about 8,000*l.*, and there is the question of these legacies. I do not know how, practically, such a transfer would be carried out.

7463. (*Mr. Hopwood.*) I am afraid you could not do it without a scheme, could you, under the Charity Commission?

7464. (*Mr. Cunynghame.*) And you could not do it with that, the charity is too recent.

7465. (*Mr. John Burns.*) Have you any reason to suspect, Mr. Macnamara, that in the event of a change being found desirable, and meeting with the approval both of the cabmen and of the society, many of the donors would object to the transfer?—Many of them cannot; they are dead.

7466. But do you think their executors would?—It would be extremely difficult to get at the legal representatives of the donors.

7467. But supposing the executors or trustees of donors who are dead were to have it represented to them that the balance of advantage would rest on the side of transferring them to a public authority, you do not think, do you, that there would be much objection?—I cannot anticipate objections.

7468. No, but you could form an opinion, Mr. Macnamara?—I should not object if I were in their position. There is this one point I feel also with regard to the public authorities. We have been very much handicapped in this, that these shelters are placed with the licence of the vestry or the local board, or whoever the rank is vested in with the consent of the Commissioner of Police, but we have never been able to place a shelter occupying a larger space than that occupied by a horse and cab, and the cause of many of these complaints of cabmen not being able to obtain shelter owing to shelters being so small would be removed, because the public authorities would be able, no doubt, to build larger shelters; they would have larger powers.

7469. Then the size has been circumscribed by the objection of the licensing authority rather than by the desire on the part of the shelter people to keep their shelters so objectionably small as they have been?—We have been compelled to make our shelters in that one size.

7470. And had you not been compelled to comply with that provision your shelters would have been made very much larger?—Very much larger, so as to provide more refreshment accommodation.

7471. And much of the objection of the cabmen as to insufficiency of shelter as apart from meals would have been removed?—No doubt; but, as I say, between meal times I do not think there is any great grievance on the ground of not being able to obtain shelter.

7472. (*Chairman.*) I want to ask you a question about the tariff. I see it is strictly temperance; you do not supply alcholic drinks?—No. We conduct our business on temperance principles, but without preaching a crusade against the licensed victuallers' trade.

7473. (*Mr. Whitmore.*) Might a cabman bring his own liquor there and drink it; would there be anything to prevent that?—Well, we have no rule against it. I remember one case in which a cab driver wrote and complained that he brought some beer in, and the attendant, like many of the attendants, was an enthusiastic teetotaller, and objected, and we upheld the attendant, but we should not be very strict about that; I see no objection to a man bringing in his beer for dinner.

7474. (*Chairman.*) And you do not supply provisions of any sort except tea, coffee, and bread and butter?—Well, the provision question has grown very much. That is again owing to the cab drivers. The cab drivers said, "Oh, we want," as they expressed it, "a square "meal; we want joints; we want puddings, and so "on," and to meet that want the attendants now provide regular dinners and suppers, but our original intention, as shown by our tariff, was simply to provide refreshments of a simple kind, and allow a cab driver to bring his chop or steak or fish and have it cooked at a charge of 1*d.*, and if it had been carried on strictly on those lines there would have been room for shelter purposes and also for those who wanted them for refreshment, but to meet the wants of the cab drivers (it has grown up entirely on their behalf and in their interest) meals are now regularly prepared, and served with tea and coffee.

7475. (*Mr. John Burns.*) Then, practically, do shelters provide that class of food, both in quality and amount, that a cabman would get at a neighbouring coffee house if your shelter were not there?—I know nothing about the quality.

7476. I put that so as to make no invidious comparison between them?—I admit that ours is extremely good. I know, because we go and taste it.

7477. That has never been contested; I want to be fair to both?—We want them to get the best they can.

7478–9. (*Chairman.*) Is there any particular class of cabmen who use your shelters more than another; I should rather put it this way: Do the very smart men use them, or the dowdy men, or both sorts, better men and worse; is there any fashion about it; are they places to which the tip-top cabmen, I might call them, would go?—It depends a good deal on where the shelter was situated. In the Piccadilly shelter and Palace Yard, and one or two other shelters you get a smart set of men, hansom-cab drivers, who are extremely particular, I am told, about their steaks and their new potatoes, and their salads, and everything of that kind. They are quite as ready to complain as members of West End clubs if things are not right.

7480. (*Mr. Cunynghame.*) Are we to understand that practically the shelter in its present phase is not very different from a well-arranged eating-house when conveniently situated in the vicinity of a good many cab stands; would that be a wrong picture?—It is very much more, surely.

7481. Would you please tell us, if you do not mind, very shortly?—In the first place, the difference between a coffee house and a cab shelter is that the cab shelter is for cab drivers only; it is not for the general public, it is only open for a limited class. Then, it is very often available when the coffee house is closed.

7482. Yes?—Then at the coffee house they cannot bring their own food and have it cooked.

7483–4. A fourth?—I thought that was enough, sir.

7485. (*Mr. John Burns.*) It is a fact, Mr. Macnamara, that subscribers recently have shown reluctance to continue their subscriptions as hitherto?—Owing to the intimidation practised in the cabmen's strike.

7486. That is the reason alleged?—Yes; it is the reason alleged.

7487. Has there ever been communicated to you any complaint on the part of cabmen using your shelters as to some of your shelters being used too much for proselytising purposes—first from the point of view of religion, temperance, mutual thrift, and the formation of clubs and societies in which the attendant is, perhaps, more pecuniarily interested than some of the would-be members?—I have had no complaints of that kind.

7488. Are you aware that your shelters are frequently used for proselytising purposes of that kind?—I am not. I am aware that in many of the benefit clubs the attendants cannot possibly have any pecuniary benefit in them.

7489. Are you aware that cabmen frequently say that a customer for a cup of coffee is not welcome, whilst the customer for a chop is?—I am not aware of that. I am quite sure of this, that the cab driver who could not get his cup of coffee would complain to the secretary of the fund.

7490. But in the event of a shelter accommodating nine men, and of there being 15 applicants for admission, is it not a fact that the attendant, paid as he is out of the profit on refreshments, would give preference to the nine men for the square meal, whilst the five or six men for the cup of coffee would be left outside?—Do you mean preference in point of time?

7491. In point of time, yes; and is not that preference in point of time due to the proportion of profit on the cabman's meal?—If the shelter was full and the man came and asked for a cup of coffee, a cup of coffee would be handed to him outside at once.

7492. If it was raining that would not happen?—He must take his chance.

7493. But is not the priority of admission frequently due not to the time of application, but to the cost of the man's meals or the price that the man pays for his meals?—The attendant has no authority to regulate the priority of admission. All cab drivers have an equal right to use it. We have very stringent rules to that effect, and I can assure you that cabmen are very ready to make complaints if anything happens.

7494. Do you consider 40 shelters sufficient for the cab requirements of London?—I should think not; I should think there might be probably some 10 or 15 more with advantage.

7495. Is there any probability of the Cab Shelter Society being able to provide the difference between 40 and 55 or 60, whatever may be sufficient?—The cab ranks vary so; sometimes a rank is made much smaller, a new rank is put on, and so on, that it is impossible to say. For instance, in consequence of building operations in a new street a new rank might be started, and then somebody who lived there might say, "I will give a shelter for this rank."

7496. But you can hold out no hope, can you, of private benevolence, in the face of that previous statement you have made, supplying the want?—I am not prepared to say that private benevolence is dried up altogether; I only tell you we have lost 130*l.* in subscriptions this year, part of this sum in consequence of intimidation practised in connexion with the strike.

7497. Do you consider that a good system by which the attendant is not paid a fixed weekly wage, but the quality of the food he supplies depends not on its actual cost, as it would if a weekly wage were paid, but the profit that the keeper may or may not be desirous of making?—The question of the profit does not rest with the attendant. The prices are fixed by us.

7498. Yes, but it is possible within the tariff, which may be perfectly fair and legitimate according to the committee, for him to comply with its letter, but not in the quality of food supplied?—We have officers who go and taste the food, and we do all we can.

7499. Do you consider that a local authority should be the proper authority for these shelters?—I do not consider anything about it; I simply say that for 20 years we have done it at great cost of time, and that if it is thought better we should be quite willing as far as we can to transfer our trust.

7500. But considering the limitations that are imposed upon voluntary societies by local authorities that frequently conflict with them as to size and location of the shelters would it not be best for these reasons alone that a local authority should have these shelters?—Of course, I cannot say how a local authority would carry them on.

7501. Are you aware that in Liverpool and Edinburgh, and other cities besides London, local authorities do build and maintain the shelters?—I am aware of that.

7502. Have you any reason to doubt that they are efficiently administered?—I happened to be in Glasgow last week, and I went into a shelter. There was no cooking at all going on; there was a stove there, but there was no control of any kind. The cab drivers themselves subscribed for a man to come in, who was their servant, not the servant of the municipal authority, to do what they wanted.

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7503. But is not that rather due to the difference in habits of the cab drivers in Glasgow and London?—I am not sufficiently acquainted with the habits of the cab drivers in Glasgow to say.

7504. (*Mr. Lough.*) I notice, Mr. Macnamara, that dividends on stock appear in your report; have you stated what the amount of this stock is?—Yes, you will find it in the left-hand corner of the page, "Memorandum—invested funds."

7505. I see, 1,100*l.*?—Yes.

7506. I heard you state, in reply to Mr. Burns, that there were 130*l.* annual subscriptions lost owing to the strike?—Yes.

7507. How do you know that?—I do not think it is quite accurate that I stated there were 130*l.* lost owing to the strike. What I meant to say was that our subscriptions and donations were 130*l.* less now than they were this time last year, and that we have had letters from our subscribers withdrawing their subscriptions on the ground of their disgust at what took place in connexion with the strike. I do not say that the whole of the sum or anything like it is owing to that; a good deal of it is owing to bad trade, I have no doubt.

7508-9. But it may pull up before the end of the year is completed?—If people get over their disgust.

7510. And if the cabmen do their business well in the remainder of the year, do you not think the balance may be restored?—I have not the slightest hope that we shall pull up the last six months; the last six months are always worse for us than the first, because there are so many people away from London.

7511. (*Mr. John Burns.*) Are you aware that the Metropolitan Drinking Fountain Association, who have been uninfluenced by the strike, also complain of a deficiency of funds and a great difficulty in meeting a similar object?—I am not; but I have stated that a good deal of it is owing to bad trade.

7512. Is there not an increased tendency on the part of people who have subscribed to hospitals, drinking fountains, and cabmen's shelters to throw the liability on the local authority instead of personal charity?—Of course, when times are bad, people first cut off their subscriptions and then their luxuries.

7513. (*Mr. Whitmore.*) But in some cases a specific statement has been made that that has been done in consequence of intimidation practised during the strike?—Yes. I wish I had brought the letters with me: they had withdrawn their subscriptions on that ground.

7514. (*Mr. Lough.*) Can you tell us how much the subscriptions withdrawn definitely on that ground amount to?—I cannot tell you.

7515. Why do you require that 1,100*l.* of invested funds; I see when you erect a new shelter you make a collection?—We try to get it locally. We require this 1,100*l.* because these shelters do not last very long, and we find there is great difficulty in getting people to give a new shelter in place of an old one, and so we have to rebuild the shelters. This is towards rebuilding the shelters; each shelter costs 200*l.*; we have now got one or two shelters which we shall have to rebuild.

7516. Well, I see you are able to provide out of annual income 307*l.* for repairs and repainting; is that not enough for maintenance?—That is for maintenance, not for rebuilding.

7517. Have you ever tried, in connexion with any shelter, the system of allowing the cabmen themselves to form a committee to control it?—We have not.

7518. Have you any cabmen on your managing committee?—We have not.

7519. Do you think it would be well to add, say, an equal number of drivers to the other gentlemen who compose this committee?—I venture to submit that the fund has been very well managed under the present constitution of the committee.

7520-3. I think the fund has been well enough managed, but you were admitting that the shelters were not very popular?—Oh, no; I have not admitted that at all.

7524. (*Mr. Lough.*) Did you not admit, in some instances at least, if not generally, that since the strike there was a sentiment rather prevalent amongst the men against the shelters?—Certainly not; what I said was that two of our shelters have been boycotted by the unionist men because our attendants have served non-unionists.

7525. Have there been only two affected that way?—There are two shelters absolutely boycotted at the present moment.

7526. What two are they?—Piccadilly and Park Road, St. John's Wood. I have already read a letter from the attendant at the Piccadilly shelter.

7527. Are these the only examples that you have had in the last year or two years of any sentiment against the shelters amongst the men?

7528. (*Mr. Whitmore.*) But if I may intervene, that is not exactly an accurate way of putting it; it is not a sentiment against the shelter.

7529. (*Mr. Lough.*) Boycotting is a sentiment against an institution, surely. I only want to get at the facts, because I have heard of some of the shelters being unpopular, and I just want to ask the question; I will be very glad indeed to hear that it is not so?—I beg your pardon; will you kindly put the question?

7530-1. Is the boycotting of these two shelters the only examples you have had in the last year of two of the shelters being unpopular amongst the men?—You can hardly call it unpopular. When the last strike arose some few years ago we had the same trouble, but not to such an extent as at present.

7532. Has any sentiment of this kind ever exhibited itself except during or after strikes?—No, necessarily it would not. The friction between unionists and non-unionists only exists at and after strikes for a time, I suppose.

7533. (*Chairman.*) May I put in a question? I think I see what Mr. Lough is driving at. Putting aside the question of trade disputes and strikes altogether, do you think that the institution is popular with cabmen?—Oh, no doubt; I thought I had already stated that.

7534. No doubt you had, but Mr. Lough was not here at the beginning. Do you think that to introduce cab drivers on to your committee of management would tend to increase the popularity of it in ordinary circumstances, without reference to strike times?—I should not have thought so.

7535. You do not think that with cab drivers on the committee of management the men would feel their needs were more exactly understood and more aptly provided for?—We are always ready to listen to any complaint from drivers or associations of drivers of any kind. We feel that we carry it on for their benefit, and if they do not appreciate it, then we would rather not have anything more to do with it.

7536. (*Mr. Lough.*) Do you not think it might help to increase its popularity and usefulness if you associated the men with the management?—I do not think its popularity could be very much increased.

7537. Well, take the attendant; he cannot feel that he is the servant of the men who go into the shelter?—I do not think he wants to be.

7538. You would not like the servants in a club not to feel that they were under the members of the club; do you not think it would be better if they were run on somewhat of the same principle as that on which a club is run?—I am afraid it would give rise to a good deal of dissension. How would you elect the committee; who would elect the committee? The whole body of cab drivers in London?

7539. The cab drivers who use each shelter perhaps?—They vary so; a cabman may be at one shelter to-day and to-morrow at one miles off. In connexion with the advantages of the shelters over ordinary coffee houses, I gave three reasons, and Mr. Cunynghame asked me if I could give a fourth reason why cab shelters were better than coffee houses.

7540-1. (*Mr. Cunynghame.*) It is in no adverse spirit to them at all?—I am not suggesting that; a fourth reason has just occurred to me that the customers of a cab shelter have a means of complaining of the food and attendance that they have not in a coffee house.

7542. There would be a supervision over the food?—Yes, a supervision over the food.

7543. By a central authority?—By the central authority of the shelters; they could complain and their complaints would be fully inquired into.

7544. Very much the same, for instance, as at the Aerated Bread Company's restaurants, the power of

complaint?—I do not know how far they would inquire into it; I take it if you complained of your bun or tea there you would get no answer.

7545. (*Mr. Lough.*) Surely they have the power of complaint in an ordinary restaurant too; you would get an answer too?—You have not a committee and a general superintendent, and an inspector to inquire into it.

7546. Do you think your prices that you charge are as low as Lockhart's prices?—I cannot quite say what Lockhart's prices are, but if ours are more then it cannot be said that we undersell Lockhart's and the coffee houses.

7547. Do you happen to know whether your prices are as low as at a coffee house like Beasley's, frequented chiefly by cabmen?—I cannot tell you; all I can say is that these prices are paid every day without complaint to us.

7548-9. (*Mr. Whitmore.*) Have they remained the same during your history?—The prices have remained entirely the same, except, I think, tea was 1½*d.* a pint at one time, and we raised it to 2*d.*

7550. (*Mr. Lough.*) I should like to put just this one question, do you regard the thing as a philanthropic institution or a paying institution?—I regard it as a philanthropic institution certainly. I do not know what philanthropy means if this is no philanthropy. We have been working at it for the last 20 years gratuitously, and we have tried from the first to make it self-supporting, we did not wish it to be a charity, but we found we could not do it. We would be very glad if the work could be carried on without outside help, but it is not possible.

7551. Then it is mid-way between the two; it is half a charity and half a self-supporting institution?—Yes; the fees received pay for the annual repairs. If you look at the balance sheet you will see that is just about it. Everything beyond that, all expenses of management, come out of funds subscribed by the public.

7552. What is the meaning of "Fees for gas at shelters" in your report, 120*l.*?—A large number of the shelters are supplied with gas stoves; we had great complaints from residents near some of the shelters of the smoke from the stoves, so we were obliged to put gas stoves in, and the charge for the gas for lighting and cooking we require the attendant to pay for in each case.

7553. (*Mr. John Burns.*) He paid for the coal originally, did he not?—He paid for the coal originally; he pays for the gas in the same way; he pays for light and fuel.

The witness withdrew.

Professor JOHN PENBERTHY called in and examined.

7554. (*Chairman.*) You have come on behalf of the College of Veterinary Surgeons?—Yes, sir.

7555. It will not be necessary for me to take you point by point through the printed statement of what you propose to say, but I will invite you to give your views on the subject of horses and the diseases of horses as used in the cab trade as they come under your professional notice?—In your request to the College to give information, the diseases of glanders and farcy, I think, were specified. Undoubtedly, as we have said in our report, these diseases prove very serious to the owners of cab stock, both great and small. The burden, of course, naturally falls more heavily on the smaller men, and it is the opinion of the committee of the College that the circumstances under which the horses of the poor men are kept rather favour his losses; but notwithstanding that, even in very well-managed stables, where there is no reason to complain from a general point of view, the losses are still large, and these prove a source of danger to all cab owners by dispersion of their stock should any undetected cases of glanders exist, which, I regret to say, is frequently the case. Up to quite a recent period the great difficulty in dealing with glanders and farcy—that is from a legislative point of view as well as a medical man's—has been the difficulty of saying when a horse is or is not affected with glanders; but the discovery of a material called "mallein" appears to have removed that difficulty, and now it appears to me and my colleagues on the committee that we may discover whether any horse in any stud is affected with glanders even in the most latent form.

7556. May I ask you to explain to us about the discovery of this; is it a substance?—The discovery is probably an outcome of the discovery of "tuberculion."

7557. Was it a substance or a condition: I was not sure which it was?—It is a material which is produced by the glanders virus.

7558. How does the discovery of this material help you in your diagnosis?—By injecting some under the skin we have a reaction which, as far as we know, only follows when the horse is glandered; when the horse is not the subject of glanders there is no reaction. It has been carried out by, I think, the whole of the members of the committee on a very large scale.

7559. (*Mr. Cunynghame.*) Does it take long to detect the disease from the date that you inject it?—About 24 hours.

7560. (*Chairman.*) Do I understand you to say that glanders is entirely a matter of transmission, that the disease does not arise spontaneously?—Entirely, sir.

7561. Is the same the case with farcy?—They are one in reality and are now so recognised by the Glanders or Farcy Order of 1892.

7562. They are absolutely one, not kindred, but similar?—Depend on the same virus. If a horse be infected one cannot determine when glanders or farcy is going to appear.

7563. In both cases they are transmitted and not spontaneous?—Never spontaneous.

7564. Do you think that the public water troughs are a source of this contagion, or means of this contagion?—I am sorry I am bound to say so; though that is a minor one. I should like to have it understood that that is only one of the lesser means of distribution of the disease.

7565. What do you consider the most fruitful source?—The introduction of a horse affected with glanders. Because a horse with glanders may show to an ordinary or an expert observer no sign of the disease.

7566. That is a source of mischief which it is difficult to get at?—Except with the mallein, sir.

7567. And even that needs professional knowledge to use?—That requires professional knowledge, too, of course.

7568. I mean how is the ordinary proprietor to judge whether he has got a glandered horse into his lot?—He can only judge whether it is worth his while to seek veterinary aid, and have it tested with mallein if necessary.

7569. And in the meantime he must separate it from his other stock if he wishes them not partially contaminated?—It is always wise in buying new stock of any kind to keep them separate.

7570. Would it in your opinion be easy by framing any legislative measure to stamp out the diseases?—I think it would, sir.

7571. Would you kindly indicate to us what changes in the law you think ought to be made?—That all measures should be made compulsory, not permissive. The last Glanders Order is a permissive one, which permits any local authority to adopt certain measures. One local authority objects to adopt the powers for the reason that a horse may be brought from a neighbouring authority which does not adopt the same powers, and contaminate the area of that authority.

7572. Have you any other suggestions as to legal methods?—Except that power should be given to inspect and use new means of diagnosis.

7573. You mean that there should be power in the local authority to insist upon that test being applied?—Yes.

7574. To a suspected animal?—Yes. I am also of the opinion that a certain compensation should be given, the amount of which I think it is hardly for me to suggest, but we have in the report suggested one-fourth

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of the value of the diseased horses. I think that would have the effect, in the first place, of giving an incentive to the owners to report. In the second place, I think it a just compensation; because horses glandered may do their work for a considerable period, and at the same time be disseminating the disease. It would certainly be a great incentive to owners of horses who were doubtful about them to report to the inspectors; and then, of course, if the power to apply the mallein were given, I think the matter could be settled. Glanders is a disease of London, out of about something over 2,000 horses that die annually I should say about four-fifths die in London, and the other centres, Glasgow and Liverpool, supply a large proportion of the other one-fifth.

7575. In fact, it is a disease of large towns and not of the country?—Yes, sir. But by a process which we indicate in our report, namely, by turning out horses, especially if they are not doing well, into fields in the country, more especially in the home counties, the disease is often spread; perhaps one affected horse is taken to grass, glanders is latent in his system, he does not show it himself, but he gives it to perhaps half a dozen horses that are grazing with him. Those horses do not show it, perhaps some of them do not show it until they are mixed in six or seven studs which become contaminated. I have had two instances of that lately and of very serious loss accruing through it.

7576. Has your professional experience enabled you to form any opinion about the testing of cab horses before the cabs are licensed?—A public testing?

7577. By the police authorities—whether they are adequately tested. I think we have had it in evidence that the horse is regarded as part of the cab for the purpose of the preliminary investigation before the lot is licensed to go on the street. The horse as well as the cab is supposed to be investigated. Do you know at all whether this process is a real and bonâ fide investigation?—It is investigated only by the intending purchaser or his agent. If his agent be a professional coach-builder in the first place, and a veterinary surgeon in the second place, he is protected so far as having a sound horse, and a carriage that is a bonâ fide article is concerned.

7578. No, I do not mean that. I mean the police authorities in Scotland Yard inspect the cab before it is licensed, and the horse is supposed to be inspected at the same time?—As to fitness?

7579–80. As to fitness. I wanted to know whether you had had any experience which would enable you to say whether that supposed inspection of the horse is an efficient and thorough inspection?—I do not see how it can be.

7581. An inspection of its physical soundness, I mean only, not of its temper in harness, and that kind of thing, because that cannot be investigated, but of its physical fitness, its freedom from disease?—It could not be investigated by the police, that is certain, except the police employed a veterinary staff.

7582. You mean they have not sufficient expert knowledge to enable them to form an opinion?—They have not, certainly; and they have no veterinary administration at all that I know of.

7583. And you do not think that the signs of disease in a horse are sufficiently evident even to the outsiders to enable them to form a rough and ready, but accurate notion, of whether the beast is fit or unfit?—Of course, you might get occasionally an expert policeman, but being a policeman he is not likely to be so well informed as the cab owner himself, who is going to risk his money, and whose life's work is with horses.

7584. I think we have had it stated that sometimes a cab owner would put a creditable horse into his cab when he takes it to be licensed and substitutes another one when he goes on the street with it?—There is no reason why he should not do that; there is nothing to prevent him.

7585. That part of our inquiry, the inspection of a horse by police before licensing, has not fallen under your personal knowledge?—I cannot, of my personal knowledge speak of it, but I could conceive of no power now in action which could do it; because a man may have 50 horses in his stable to-day and may sell them to-morrow morning, and have 50 new ones, which are never seen by the police. The police have a general supervision in the streets, and in the streets only, to see that the horse is not being cruelly used or tortured.

7586. But short of that, should you say that as the present system works out the horses in the streets that you see ordinarily in going about are a healthy, vigorous lot, or should you say that a good many are being worked that are unfit for work?—I should say the cab horses of London compare very favourably with the cab horses of any part of the world in which I have been.

7587. (*Mr. Cunynghame.*) Does it not appear to you, perhaps, a dangerous system, one that might be accompanied with disadvantages, to introduce a plan of compensating, even in part, persons who have diseased animals that are obliged to be killed. You said you would give them one-fourth?—Well, there is a certain amount of danger that imposition might be attempted, but I regard this as small and unimportant.

7588. And possibly a certain amount, too, of unfairness that the public in general should pay one-fourth of the value of this man's horse instead of his being obliged to take the risk of its illness himself?—Well, purely from the point of view of political economy, I suppose it is fair that the owner should bear the burden of his purchase.

7589. You put it on a question of expediency with regard to horses?—Quite so; expediency as regards the horse, and on these facts, that the small owner whose living depends on it, may work his horse for six or 12 months without any damage to himself, and that successful precedent has been established in other contagious diseases.

7590. I quite understand that, I think?—And at the same time he may be damaging other horses.

7591. If you will allow me, I will test your view by an instance. You know when people have had typhoid fever in the house, they are obliged to strip all the walls of the house and put up clean wall paper; would you be in favour of the Municipality bearing one-fourth of the cost of putting up that clean wall paper or one-fourth of the expense falling on the community?—If I could see that the circumstances were equal.

7592. You think there is a difference?—I think there is a difference in the circumstances.

7593. I see your view, I think. You need not answer this question unless you like. Do you know anything of the qualifications of the veterinary surgeons who are generally employed by the Royal Society for the Prevention of Cruelty to Animals—do you know any of those surgeons?—I know some of them who are employed, and I should say you could not include them under one opinion.

7594. (*Mr. John Burns.*) It has been alleged during this inquiry that some of the veterinary surgeons employed by the Royal Society for the Prevention of Cruelty to Animals, although technically qualified men, are not men who regularly follow a lucrative business, and are too frequently in the habit of associating with some of the officers at public-houses and elsewhere; in a word, are not reputable qualified men. Do you share that opinion?—That is an opinion I have frequently heard expressed, and an opinion with which to a limited extent, I am disposed to agree.

7595. Then there are men—may I put it it in this way—technically qualified to inspect and pronounce an opinion upon horses, who, in other ways, are not in a position to exercise rigidly and impartially the qualifications of an inspector's office?—Whose opinion would not have much weight with me; if you will allow me to say that.

7596. (*Mr. Cunynghame.*) And may we take it also, whose moral character—that is the point—would not render them trustworthy witnesses in a court of justice?—I could not possibly give an opinion of that kind.

7597. (*Mr. Lough.*) I would like to ask you another question about this case of compensation raised by Mr. Cunynghame; have you had experience of glanders being transferred from horses to human beings, or have you heard of it?—Yes.

7598. There is, then, a danger to human beings when glanders are prevalent?—There is a danger, yes.

7599. Do you not think then, that on that ground it might be fair to provide a little compensation to the owners of the horses for the more speedy extinction of

the disease?—As a matter of expediency; it hardly touches the matter of fairness.

7600. And then on the question that Mr. Cunynghame put, whether in a case of illness it might be fair to ask the municipality to compensate for removing infection, I want to ask you whether you are aware that in Leicester that is regularly done?—I have heard it is.

7601–2. The house cleared out, and the bedding turned, and all restored at the cost of the municipality?—I am not sure whether it would not be the best, if I could be a judge of that.

7603. You have heard that they consider it very economical?—Yes.

7604. Now, I want to ask a question about the water troughs. Do you think the danger of the water troughs would be removed if the water were allowed to run more quickly through them?—The danger would be lessened according to its rate.

7605–6. If the water ran sufficiently quickly through them the danger would disappear?—Oh, no; be lessened.

7607. Do you think it would be possible to make troughs perfectly safe by any system of that kind?—Not perfectly safe.

7608. You are against troughs altogether?—From a humanitarian point of view I am altogether in favour of supplying animals with drink, but I recognise it as a source of danger in this disease, and my reason is that I have had experience of glanders in private stables where the horses have had to drink out of a common trough, and where it could never be successfully coped with until the troughs were removed and the animals watered from pails.

7609–10. In the present troughs does the water lie, or does it move through quickly?—It moves through quickly, in the better troughs.

7611. Do you think that the prevalence of the disease in London that you have spoken of is due to the ill-construction or unhealthy character of the stables in London, speaking generally?—I think that conduces to it.

7612. Are the stables in which cab horses are kept good stables, as a rule?—Some very good and some very bad.

7613. Have you a large acquaintance with them?—Very considerable

7614. Do you find the bad ones amongst large owners or small owners?—Naturally amongst the small ones.

7615. Do you find, then, that cab drivers who own one or two horses generally keep them under what you consider unhealthy conditions?—Often under unfavourable conditions, yes.

7616. Unfavourable conditions?—Yes. They are often compelled to keep them in the dark end of the mews; darkness always encourages dirt; and, of course, dirt may include the virus of the disease.

7617. And are they well-drained as a rule?—Well, I have never been able to discover any great defect in them. I believe this would come under inspection of nuisances.

7618. (*Chairman.*) May I put in a question on that. Is it your professional opinion that bad draining is prejudicial to horses' health in the same way that bad draining is prejudicial to human beings' health?—Yes.

7619. And that many of the diseases to which horses are subject are facilitated by bad drains?—Their progress is accelerated; it renders the subjects weak.

7620. (*Mr. John Burns.*) And that many of the diseases to which horses are subject are facilitated by an absence of light?—The virus of glanders is supposed to be very deleteriously affected by sunlight, and the absence of sunlight is one of the great dangers on that ground.

7621. (*Mr. Lough.*) I suppose the horse you find the most sensitive of all animals?—The most easily affected by diseases, I think.

7622. A more keen, nervous system?—The dog has probably a keener nervous system, but his tissues are probably more resistant. The horse is very easily affected by any abdominal disease.

7623. I want now to go to the stables of the larger owners. We have returns which show that there is a large number of owners of 20, 30, or 40 horses—I will put it between 20 and 40, because that is the small-size large owners, we will say; do you find those stables usually well constructed?—Very fairly, indeed some are well constructed. Some owners who keep 40 horses have three or four different stables. They are sometimes not all in one stable, and these are occasionally far from satisfactory.

7624. Do you know any stables in London in which all the horses cannot lie down at once?—I do not know according to the present arrangements.

7625. Some horses stand, whilst others are lying?—Yes.

7626. Do you find stalls of sufficient width for the horses to be comfortable?—Usually, yes.

7627. Is there any power to deal with a stable in which all the horses could not lie down at once?—Not that I know of, except under the Cruelty to Animals Act.

7628. (*Mr. John Burns.*) Professor Penberthy, have you formed any opinion upon the question of the inspection of horses and cab yards and stables in London. Could you suggest to the Committee a more perfect form of inspection than now prevails?—As regards the comfort?

7629. As regards the sanitary condition of cab yards—the general conditions under which disease may or may not be communicated to horses, and the general sanitary comfort, so to speak, of the yard, horses, and stables?—I think that it should be done systematically.

7630. Do you consider that the present form of inspection is satisfactory?—I do not think there is a system of inspection.

7631. There are five forms of inspection now in London?—I have heard there are.

7632. One by the policemen, in the street, of the horses?—Yes.

7633. One by the Royal Society for the Prevention of Cruelty to Animals' inspectors?—Yes, which is purely permissive.

7634. Purely permissive. Then the Metropolitan Drinking Fountains Association have, of course, a very limited degree of inspection?—Yes, of drinking troughs.

7635. Then the London County Council have their veterinary inspectors, whilst the local authority, namely, the fifth, exercise sanitary supervision; that is so, is it not?—That is so; they have power to exercise. I believe every one of those is permissive. I do not think there is any statutory enactment which compels the authority to take cognizance of it.

7636–7. Do you not consider, as a veterinary expert, that those numerous forms of inspection are diffuse and irregular, and lack decision?—Yes, and are comparatively valueless.

7638.—For the purpose sought. Then you consider that each of these five systems of inspection of horse, yard, and stable, are inefficient, and that the whole of them combined are useless for the object to be attained?—Comparatively useless, yes.

7639. Do you believe that cab yards are a prolific source of farcy, glanders, and other diseases?—Yes.

7640. And the small yards, as asked by Mr. Lough, are particularly bad?—Yes, I think so, and if I may give my reasons, because a small owner is generally poor, and consequently has often to buy a cast horse.

7641. Would you favour a greater inspection in the street, the yard, and stable, by directly appointed and thoroughly qualified veterinary inspectors, under one local authority instead of the present diffuse system?—I would, sir.

7642. What form of inspection would you favour?—That all stables should be systematically inspected by veterinary surgeons, and that if public drinking troughs be allowed, their cleansing, &c. should be under veterinary control.

7643. But is it not a fact that in all provincial towns where voluntary societies do not exist, a complete and adequate system of inspection in the street, yard, and stable is carried out by the local authority under the Contagious Diseases Animals Act?—All local authorities do not appoint veterinary inspectors.

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7644. No, but they have the power?—They have the power, yes.

7645. And in cases where that power is exercised, as in Liverpool and Glasgow, the power is fairly well exercised?—Is fairly well exercised, yes.

7646. Do you know anything of this fact, that in 1892 there were 108 cab horses slaughtered in six cab-masters' stables, whilst at Messrs. Tilling's, who had 2,500 horses, and the London Street Tramway Company, which had 1,200 horses, there was not a single case all the year?—I am aware of the return, yes.

7647. Does not that indicate that if better horses were in London cabs, and some regard were paid to their comfort and convenience, farcy and glanders necessitating slaughter would almost altogether disappear?—No.

7648. (*Mr. Hopwood.*) Do you doubt the correctness of the return?—Not at all, sir; I remember the return well.

7649. (*Mr. John Burns.*) To what can be attributed the difference between the number of horses slaughtered by six cab masters and the fact that no horses were slaughtered where nearly 4,000 were stabled?—The difference in the banking account, the difference in the ideas of economy; those are the two main features. The horses of the companies you mentioned—Tilling's and the London Street Tramway Company—are bought direct from the country at a fair price for young horses. In the other cases the men may have to take the weedings, very likely, of some of these and other companies' horses. Amongst these is sometimes an animal that is not doing well but which really has glanders in his system and conveys it to his other horses. I think much depends on the source from which fresh stock is procured, and the promptness with which appreciably affected and suspicious cases are dealt with.

7650. But do you consider it fair and just to, say, the other half million of horses in London, or whatever the number may be, that a few bad small cab masters who are unable to keep their horses in good condition, should be allowed by public opinion or by the local or imperial authority to be a continual source of contagion?—I do not think they should, certainly.

7651. And you think only a rigorous inspection and rejection of unfit horses would remove it?—I do, certainly.

7652. You are aware, of course, that the London County Council, as the local authority under the Contagious Diseases Animals Act, has the power only to inspect where *primâ facie* disease exists?—I am.

7653–4. Do you consider that from the point of view of restricting disease an unfair limitation?—I consider that is too limited.

7655. And you would give them the power of interfering by inspection to prevent disease, rather than locking the stable door when the horse had gone?—Certainly.

7656. If it were proved that there was collusion between veterinary inspectors and unqualified veterinary surgeons, you would regard that as an unsatisfactory condition of things?—If there were illegitimate collusion—any collusion to evade the law I should think unsatisfactory.

7657. Let us put it this way. If it came to your knowledge that veterinary surgeons employed by the Royal Society for the Prevention of Cruelty to Animals were in the habit of colloguing with the society's inspectors in public-houses, you would not consider that an instance of good administration. I only put it conditionally?—Personally it does not appeal to me as being a thing that I should wish to see; but it is a peculiar question to answer. The poor man's beer is just the same as the rich man's beer, and there can of itself be no harm in the inspector going with another man to have a glass of beer. From your point of view, I should not countenance the thing myself.

7658. No; but from an administrative and a disciplinarian point of view?—I should object to it.

7659. Do you consider that a voluntary society's inspector is more liable to caprice and prejudice than a public inspector, properly qualified and dependent upon the local authority for the continuance of his salary and probably his pension?—Certainly.

7660. Then would you be in favour of abolishing the present system of inspection by a voluntary society, with more or less qualified inspectors, and handing it entirely over to the police or local authority?—I do not think it could be abolished. In the first place there is no power to abolish it; it could not be acquired. I certainly believe that humanitarianism has advanced sufficiently far to make it incumbent on the Nation to see that animals are not ill-treated.

7661. But supposing the duty now more or less efficiently discharged by a voluntary society was more efficiently discharged by the police or local authority, would you be in favour of the transfer of these duties?—If it could be done I should be certainly in favour of the transfer of the duties. But I do not see how it could be done.

7662. You think it could not be done?—The action of the Royal Society is a purely voluntary matter.

7663. But supposing the people of London were willing to pay out of the rates for the remuneration of these inspectors that now work for a voluntary society, and others in addition to carry out more efficiently the system of inspection, would you agree with that?—I do not exactly catch the question, sir.

7664. Well, supposing the Royal Society for the Prevention of Cruelty to Animals has 12 inspectors to carry out the duties of that society in the streets of London, do you not think that 12 or 14 inspectors appointed either by the police or the London County Council, would be a better system of inspection than that undertaken by a voluntary society?—Yes, certainly, I only wish to imply that, as far as I know, the Society has no powers of its own—no powers special to itself; and I fail to see that they could by any Act of Parliament be quashed.

7665. But is there not more probability of a public body, susceptible to Parliamentary pressure and to ratepayer's criticism, more efficiently and more impartially carrying out the duties of inspection than a voluntary society that may be subject to caprice?—I thoroughly believe it.

7666. (*Mr. Hopwood.*) You have been asked a good many questions about the cab horse at home, I should like to ask you a question or two about the cab horse when he is attached to the cab. Do you think that the animal that we know about the streets of London is the most suitable for the work which it has to do?—I think so, yes.

7667. And you think on the whole that he is fairly well treated?—I think so, yes.

7668. That as a rule he has not to work unduly long hours?—I think not, sir; I think his general condition shows that.

7669. The general condition of the horse in the London cabs is good, in your opinion?—I think so; of course, there are exceptions.

7670. As a rule they are fairly well driven, fairly well kept, and you have no suggestions to make to us as to their condition, or the betterment of their condition?—No, I do not think as a whole they require any betterment. I think they are well cared for, well driven, and better turned out than in any carriages in the world.

7671. You are speaking of the horses?—Yes.

7672. And you have no suggestions to make to us with regard to the horses?—Other than that their comfort at home might have the advantages of inspection—better light and better stables than some of them have. Some of them are very good.

7673. I treat it that you have been asked everything that can be asked with regard to the horses at home?—Yes, as far as occurs to me at present.

7674. My questions only go to the conditions of the horse when in the cab?—I do not think they are, as a rule, over-worked; I believe the horse owner is a very good judge of that from an economical point of view.

7675. And you have no suggestion as to their standings?—No, sir; not that I know of.

7676. (*Mr. Lough.*) Do you not think that that voluntary society, the Royal Society for the Prevention of Cruelty to Animals, to which Mr. Burns alluded, has educated public opinion with regard to cruelty to animals?—I think it has done a great deal of good in that direction. I disagree with some of its processes, but I agree with its object entirely; and I think it has done an immense amount of good. I should be extremely sorry to use an unduly harsh word against it, though I feel very strongly against its movements. I

have recently written at pretty full length upon the subject.

7677. (*Chairman.*) You say "against its movements." I do not think that would read very clearly." You mean that you dislike very much what it does?—The way in which the details of its work are carried out.

7678. (*Mr. Cunynghame.*) Perhaps you would have no objection to let us have a copy of what you have written?—I think I can let you have a copy.

7679. (*Mr Lough.*) Do you not think that any voluntary society necessarily must be more defective in the details of its proceedings than an organised State institution?—Yes, sir.

7680. But allowing for that, you are of opinion that this society has done a great deal of good in the education of opinion?—Certainly, sir; and I think kindness to animals should be part of our system of education, fostered by example, and provided for by the State. I should be very sorry to see the Society crushed out of existence by any legislative enactment which did not provide for the carrying out of its ostensible objects in an amplified and improved manner.

7681. And one other word. Do you not think that supposing it were crushed out of existence and the duties were thrown upon the police, or even a municipal system, that such an organisation could only proceed according to law; it could not move with public opinion as well as a voluntary society? What do you think of that?—Public opinion can move the law, it is said.

7682. Exactly. But there would be long intervals when the law would not be moved, and a great deal of harm might be done?—I think the general education—the same element would be working as is working now at the instigation of the society.

7683. Without the society?—Without the society. I think they have educated, and we cannot undo education, fortunately or unfortunately.

7684. Do you not think that ought to go on, and that it would go on better with a voluntary society?—I should encourage it.

7685. You cannot quite see a voluntary society educating even a municipality?—No, excepting a very slow process; I am afraid that is beyond my experience.

7686. (*Mr. John Burns.*) Would you favour an automatic flush through the troughs, if troughs should continue?—Yes.

7687. Would you be in favour theoretically of doing away with the troughs altogether, and substituting the bucket?—Yes.

7688. Would you be in favour, for the purpose of cleanliness and greater supervision, of having the local authorities in charge of the troughs and buckets?—Yes, the local authority.

7689. Namely, that the scavenger who swept the street every hour in front of the horse trough should occasionally glance at the horse trough, and see that it was clean and tidy?—Yes.

7690. Do you consider that the inspection of troughs and water posts in London could be improved. Have you ever noticed unclean water troughs?—Very rarely; I do not think I have noticed an unclean water trough from a general point of view; but the virus of glanders, for instance, is so microscopic, so extremely small, that it is quite possible for myriads of these to exist, and the trough appear perfectly clean.

The witness withdrew.

Adjourned till Thursday, at 11 a.m.

FOURTEENTH DAY.

Thursday, 26th July 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

MR. HENRY CUNYNGHAME.
MR. F. J. S. HOPWOOD, C.M.G.
MR. E. H. BAYLEY, M.P.
MR. JOHN BURNS, M.P.
MR. T. LOUGH, M.P.
MR. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

7691. (*Chairman.*) There is a letter I should like to read to the Committee with reference to evidence given some days ago by Mr. Jenkins, question 4488: "I could "give you an instance that occurred the day before "yesterday. I have been trying to get the full facts, "but I can get them; it was the case of a cab being "taken to Rochester Row, and being refused to be "passed there, and then taken to the Stone's End, "in the Borough, and passed. I can bring you the "number of that cab. Q. 4489. Will you send it "to the Secretary, the number of that cab?—A. Yes, "I will find it out."

"DEAR SIR, "July 25th, 1894.

"In answer to your letter of the 23rd, respecting the evidence I gave about the four-wheeled cab that was refused at Rochester Row, but was afterwards passed at Stone's End. The number of the plate is 14,878, and the railway number 88 in Victoria Station.

"I beg to remain

"Yours respectfully,

(Signed) "R. JENKINS."

[*Referred by desire of the Committee to the Commissioner of Police.*]

MR. HENRY LAMBERT called in and examined.

7692–8. (*Chairman.*) You are the general manager of the Great Western Railway?—I am.

7699. How long have you been so?—I have been connected with the company for some nine and twenty years; but I have been general manager now nearly seven years.

7700. And during that time you have had the privileged cabs under your control?—Yes; the system of privileged cabs has existed since the year 1845.

7701. Yes, but I mean during the time that you have been manager you have had control?—During the time I have been general manager, I have had this question more particularly under my notice.

7702. We have heard in this inquiry that one of the objections to the privilege system is that the cabs and their horses have to undergo a great deal more wear and tear than is the case otherwise, because the men have to scurry back to the station from the point to which they have taken their fare; does that tally with your experience?—No I am bound to say that while it is alleged that the privileged cabs have greater wear and tear than the ordinary cabs, it is not from the hurrying back to the station, but rather because of the

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luggage which they have to deal with in much larger proportions than the outside cabs.

7703. What are the regulations about the return of the privileged cabs to the station?—There is no specific regulation on the subject, but there is an understanding that the cabs shall return and it is to their interest to do so. That we believe to be the strongest inducement; they know that as soon as they come back to the station, whether with more or less delay, generally less, they are able to secure a fare.

7704. But they are at liberty if they so choose to take up another fare between the coming and going?—Yes, there is no doubt that if a cab on its way back to the station is hailed by a passer-by the cab takes the fare and I have myself hailed our own cabs in preference to strangers when I have wanted to go home, for instance, from the West End.

7705. (*Mr. Hopwood.*) But they have no opportunity of going on a cabstand in order to give the horse a rest?—They have the opportunity if they avail themselves of it, but the rule is that they shall return to the station, undoubtedly, and we look for them to do that.

7706. (*Chairman.*) Would it be considered an offence in one of these men if he were found resting on a cabstand?—No, I do not think we should regard it as an offence, especially if it took place at a time when there was no great pressure for cabs; there are times when the pressure at the stations is very light and it is more especially at these times that the cabdrivers take outside fares; but if we found a man standing on the rank at a time when he would know that there was pressure at the station we should very likely find fault with him.

7707. You think that the system is conducive to the public convenience?—We have a very strong feeling that it is to the interests of our passengers that we should have this system of privileged cabs; we believe that we have a better control over the men and their vehicles and horses; we secure a supply of them because it is by no means an uncommon thing for us, in times of pressure to get complaints from the public that there is not a sufficient supply of cabs on the station. If we were dependent upon outside cabs it follows that we should have no where to look to at all; we should be at the mercy of the outside cabmen who would go where their interest prompted them.

7708. I believe that the number of the privileged cabs has increased in the last 50 years?—50 years, save one.

7709. From 18 to 210?—213 in 1893 we had.

7710. And do you regard that as in itself a proof that the system meets a public want?—We do distinctly.

7711–2. Would you give the Committee your views as to the advantages of the system?—I have already suggested that we think we have a better control over the supply and over the character of the supply. We have men who have been coming to the station as long as 40 years; a great number for over six years, and it is obvious that in such a case we know our men and have a better control over them than we should have if they were strangers. We find it also very useful in the tracing of missing luggage for which our facilities would be less if we were dependent upon the outside man, and for this reason, that in the case of our own men, every man has to declare, as he leaves the station, where he is going to, and on the following day to make a return of where he has gone; just as an illustration I have brought last Monday's returns, so that you may see the sort of thing it is; the information that is given, and the value of it to us. (*Documents put in.*)* In other words the cabmen identify themselves with the company, and assist them in their inquiries, because of their association with them; and we find that the outside man is not so ready to assist us

7713. I understand that you keep up an habitual inspection of the cabs?—Yes, certainly.

7714. And do you sometime have to turn them out on account of faults?—Yes. I may say that I pay a good many cab fares in the course of the year, starting from Paddington. I always have one of our own cabs from choice, and I have myself had occasion to find fault, and have given orders, in fact, for particular horses to be excluded. A little while ago I went to the St. Pancras Hotel, to a meeting. The horse travelled very badly. When I went to the hotel I challenged the cabman, and he said, "Well, I have spoken of this horse myself," and it ended by my giving notice that the horse should not be allowed to come on the station again.

7715. And do you sometimes have to exclude men on account of misconduct?—Yes; but I am glad to say that the number of complaints that we have had to deal with during the last three years is very small. I have particulars of them here,* and I find that from the 1st of July 1891 to 30th June 1894—three years—there were only 16 complaints in all of our own men; here is the nature of the complaint, and how each case was dealt with.

7716. Do you think that the number of complaints now is larger than it was a few years ago, or smaller? No, I should not like to say that. We have had a little more difficulty since the strike, but nothing of any special importance; and I should not say that the complaints have increased of late years.

7717. Nor sensibly decreased?—No. There is the evidence for the three years, which gives you an idea to what extent the complaints are made.

7718. But how much time does that cover?—Three years. 16 complaints with 200 cabs.

7719. I mean further back than that. How would that compare with the time when you first became manager?—I have not taken out that information. I could not give it you; but I think you may take that as a fair sample of the state of things that goes on.

7720. I wanted to know whether you had any view as to whether cabmen, as a class, were improving. However, you have not got the information at your finger ends?—No. I could not give you specific information about that. I rather point to the general control we have over them, and the keeping them in order.

7721. Sometimes, I suppose, your supply of privileged cabs is inadequate to the demands of the public?—There are times of pressure when that arises, and then we let in the outside cab, and charge a halfpenny for the entrance.

7722. (*Mr. John Burns.*) Do you take his number as he goes out with luggage?—We do; but the outside men refuse to tell us where they go. As a rule, we do not get the assistance from them that we do from our own men.

7723. Is not that refusal to lend you assistance based on the fact that they resent privilege as privilege?—I do not think so.

7724–5. What is the reason?—Well, they feel themselves more independent, free of control, and they object to let us know what their movements are.

7726. But is not their refusal to tell you where they are going a symptom of their general dislike of being only called upon when the privileged cabs break down?—But they are voluntary assistants; they come to the station: we do not send to them. These cabmen know the time of pressure at the various stations as well as we do, and they come seeking for work and are admitted. It is quite a voluntary act on their part; we exercise no compulsion over them.

7727. So when your privileged cab breaks down and railway passengers are inconvenienced thereby it is the outside cab, by its voluntary assistance, that comes to their and your relief?—No doubt, in his own interest.

7728. And in yours?—And in ours; it is a mutual affair.

7729. (*Mr. Whitmore.*) How often do those periods of pressure, when the privileged cab is insufficient, occur, do you think?—Well, the best answer I think I can give to that is to tell you what the revenue is from the non-privileged cabs. In the course of the year 1893 the revenue from the non-privileged cabs was 41*l.* 15*s.* 7*d.*

7730. Made up entirely of the halfpence?—Made up entirely of the halfpence.

7731. (*Chairman.*) As against—give us the other figures?—The amount received from the privileged cabs was 1,601*l.* 5*s.*

7732. What do you deduct from that for the working expenses of your privilege system?—We have an inspector and two policemen, whose wages amount to 274*l.* 14*s.* 9*d.*

* *See* Appendix IV. 2 (ii)

* *See* Appendix IV. 2 (i.).

7733. So your balance is about 1,300*l.* a year?—Yes, and I may say that I have made a calculation as to what the revenue would be, assuming we adopted the plan of letting any cab in on payment of a penny, as the South-Western do, and I find the result is practically the same, so that in point of revenue there is nothing to choose between the two systems, but we believe that the privileged cab system is far better in the interests of our passengers.

7734. Then, in addition to your privileged cabs, you supply omnibuses?—We do. We have a small supply of omnibuses, 12 single-horse and 4 pair-horse.

7735. What is your system with them?—We provide the omnibus, and the contractor supplies the driver and horse, and also supplies additional omnibuses; and I may just state in connection with the cab business in relation to the omnibuses that we have had no complaints from our own privileged men, and we have arrived at the conclusion that the minimum charge of 4*s.* made for an omnibus prevents practically any undue competition with the cabs.

7736. I suppose they have to be bespoke beforehand?—They have; we have an advice from intending passengers, who ask us to send these omnibuses, or to have them in readiness on their arrival by train.

7737. Do you require any prolonged notice of them, or can a passenger telegraph on the way up?—Yes, that is done: telegrams are sent and they are met; our contractor is close at hand, so there is no difficulty, and the omnibuses are on the station.

7738. And the omnibuses do not ply for hire?—No, they must be ordered.

7739. Now, an omnibus that has taken a cart-load of people to a destination and put them down, could it take up any passengers on its return?—No, it would come back straight away; it is a single job.

7740. Could it take a party back to the station?—By arrangement.

7741. It would not be an offence?—Oh no; I do not know a case of the kind, but if a case were to arise, we will say, an omnibus set down a party of passengers at a house, and in the same thoroughfare another family saw the omnibus there, and said, "Will you take us back to Paddington?" the man no doubt would do it.

7742. (*Mr. John Burns.*) It is done?—I have no doubt it is done: I have no knowledge of it being done, but we should not regard it as an offence if it was done.

7743. (*Chairman.*) Short of a family; at a time like the recent cab strike, it might have occurred that an individual passenger wanting to get to the station would avail himself of the returning omnibus?—Yes; but I think I may say that the omnibuses are not availed of on the way back to the station.

7744. (*Mr. Cunynghame.*) You make a profit, I think you have explained to us, Mr. Lambert, out of this letting the cabs into the station of something like 1,200*l.* a year?—1,200*l.* or 1,300*l.* a year.

7745. What I want to ask is, do you think it is defensible on general principles for your railway company to make a profit out of this?—I think so.

7746. On what grounds?—Well, we give them an opportunity of securing a fare.

7747. True?—They have the advantage of remaining in the station under cover during the time they are waiting for a fare, and that is worth some consideration.

7748. True, but the value of the cover that they are under is hardly up to 1,200*l.* a year, I presume, the interest on the expenditure necessary to provide that cover?—You know the covering of Paddington station is rather an expensive business. I am not looking at it in that light; but in my opinion it is a convenience that they are under cover when they are waiting.

7749. May I take it, it is not the money that weighs with you as much as the convenience that you think the system is to the public?—I may say that distinctly; we do not look upon it as a question of revenue, but rather as an assistance to our passengers.

7750. They pay 3*s.* a week?—Yes, that is our charge; as I have pointed out, if we adopted the charge of a penny a vehicle the result would be about the same in point of money.

7751. Then, from your point of view, you have no objection to reduce it to 6*d.* a week if you could get the same control and carry the system on that you have at present?—Well we find no difficulty in collecting the 3*s.*

7752. (*Mr. John Burns.*) But would you have an objection to reduce it to 6*d.*? You could equally collect 5*s.* if you were hard enough?—Well, I do not know, the 3*s.* has been in force for the 50 years, save one, that this arrangement has existed, and it has stood the test of time; we have never advanced it from this, and we have no difficulty in collecting it.

7753. (*Mr. Cunynghame.*) No, there is no difficulty in collecting it, but what I mean is, you would not much mind if it were reduced to 6*d.*, as money is not your object?—If adequate reasons were advanced.

7754. You put it that it is to the convenience of the public?—I have put it distinctly that it is to the advantage of our passengers that this system prevails.

7755. If it were reduced to a sufficient amount to pay your inspectors, you would not object, as money is not your object?—For adequate reasons.

7756. If adequate reasons could be given. You are aware that every station in London, even the small stations of the District Railway in London, also claim this privilege, and exercise it?—I believe all the railway companies claim the privilege.

7757. For instance, the small District stations, such as Hammersmith and places of that sort, grant a monopoly to certain cab proprietors?—They grant the privilege, I believe, but I am not quite sure whether the charge is 3*s.* a week at those outside places. I know at some of our country stations the charge is not 3*s.* a week.

7758. Do you ever grant such a monopoly as part of the consideration for taking your premises, for instance to a cab proprietor hiring your premises?—No, we have no cases of that kind.

7759. Are you aware that that has been done?—I am not aware; as I have pointed out already, this 3*s.* charge has existed 49 years.

7760. How, in your judgment, is it true that the Waterloo people work a system of non-privilege, and yet do not lose more luggage or have more inconvenience than other people?—Well, we can, of course, only speak from our own experience, and we do believe that we have a very substantial hold upon our men, and we have been able to trace luggage that has disappeared dishonestly from the station, and we cannot understand the South-Western putting it so high as that; but Mr. Scotter told me—I may just mention incidentally—the other day, that he had two systems at work at his station.

7761. Yes, he has a small privileged system, a very small one?—He has the privileged cab system for the express purpose of meeting the convenience of the passengers using a particular station.

7762. (*Mr. John Burns.*) No, sir, that was not said in evidence?—I am only telling you what Mr. Scotter told me.

7763. Mr. Scotter said the very opposite, that it was the physical condition of the station that induced him to adopt the privilege?—I venture to say that that bears out what I have said, it is the physical construction of the station that interferes with the access of the non-privileged cabs, therefore he is obliged to have a system of privileged cabs to serve that particular station.

7764. But not because of privilege; for reasons purely physical.

7765. (*Mr. Cunynghame.*) Did Mr. Scotter tell you that there was more luggage—for that is what I was upon—more luggage lost under the open system where the penny is charged, than is lost under his privileged system?—The subject was not mentioned.

7766. And you, I suppose, are really unable exactly to account for the success that, we have had evidence at least, is attending upon the Waterloo system; it rather surprises you in a way?—Oh no, I have known of it because the subject has been raised from time to time.

7767. You have known of the success, or known of the system?—I do not know about the success.

7768. That is what I am putting to you?—I venture to say that the cabs at Paddington station will bear a favourable comparison with those at Waterloo; we think we have a better class of vehicle and a better

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class of men, and I should be very sorry in the interests of our passengers to adopt the Waterloo system.

7769. You do not think the Waterloo system is a success?—No, not from the point of comparison.

7770. As to luggage, you think he loses more than you do?—I cannot say.

7771. If a piece of luggage were lost—given to the wrong person—the railway company would be liable, would they not, for giving it up to the wrong person?—I do not know quite the case that you have in your mind.

7772. Supposing a person has committed his luggage to the railway company and called for it, and it is found that that luggage has been given to somebody else—taken off in a cab and never found again—the railway company, I presume, would be liable?—If we failed to deliver the luggage, probably we should be liable, but I would rather not express an opinion on the case without I have the facts, because that is a legal question.

7773. This system, then, is an advantage to you, as it prevents luggage being lost, and allows of it being traced to the house?—We think so, and therefore an advantage to our passengers.

7774. As well as to the passengers, it is an advantage to you?—But surely to the passengers in the first instance.

7775. Possibly, but it is an advantage to you too?—Undoubtedly an advantage that we should have the opportunity of tracing missing luggage; but after all is said and done, the passengers' interest is the first interest in the question.

7776. I quite understood that; more than the money and more than this question of luggage, you have answered me quite fairly so far?—Yes.

7777. Now, with regard to this question of lost property; as carriers, you are liable for lost property; of course I am now on a little different topic?—Subject to the Carriers' Act, which excludes certain articles, such as jewellery.

7778. And you are also liable of course for passengers' luggage; but you are not liable for machinery and things of that sort, concealed in a portmanteau?—Not unless it is properly declared.

7779. And you are also further protected, I think, by special rules made with the consent of Parliament in your byelaws, are you not?—There are certain byelaws which are approved by Parliament.

7780. Which further restrict that law?—Yes.

7781. Now, what is your view of what the cabdriver might fairly claim in that respect; you say he enjoys the privilege of the Carriers' Act; for instance, he is a carrier not liable for furs, jewellery, feathers, and a vast number of things like that; that would be so, would it not?—I do not know to what extent a cab proprietor could be called a carrier.

7682. If he is not a carrier he would not be liable for luggage at all?—That does not arise in connection with the privileged cabs any more than with the other cabs.

7783. No, I am not asking you that; I am asking you a question on the general point, which has nothing to do with the privileged cabs; the cab proprietors claim that they ought to have some privilege in respect of lost luggage, as railway companies have?—The railway companies are protected by what is known as the Carriers' Act in respect of such things as jewellery, silks, and so on.

7784. And also by byelaws?—I was going on to say, that I am not prepared to say to what extent that applies to the cab proprietor as a carrier, and I have not before heard of the desire of the cab owner to be protected in that matter.

7785. We have had that a good deal?—If he has found a difficulty in that respect, I know of no reason why he should not have similar protection to the railway carrier, if you ask my own opinion on that.

7786. That is what I am intending to convey?—I see no reason why he should not have the same protection as the railway company.

7787. You need not answer this question unless you like; do you not think that a limit of 10*l.* in all cases would be rather small for a portmanteau, looking to the large amounts that passengers carry nowadays—that applies to companies as well as cabs?—After all, you must look at what the cabman would get as his revenue for the carriage of these articles, and whether the 10*l.* would be fair; you might increase it, but you ought to consider whether it would not be a larger burden upon him than he would be justified in accepting, having regard to the money that he received for the fare.

7788. You think that would apply to railway companies and cabs too; that that limitation is fair?—Yes.

7789. I will not ask you what the right limitation is, perhaps a larger sum would be fairer?—That, you know, has stood the test of a good many years.

7790. (*Mr. John Burns.*) You say that in your opinion there is not more wear and tear to a privileged cab than a street cab, except in so far as the privileged cab carries a greater proportion of luggage during the year?—Yes, that is the information that is given to us.

7791. And apart from that you would not think that a privileged cab required more horses than an ordinary street cab has?—I do not think so; I am not sure that the privileged cab does not travel fewer miles than the non-privileged cab.

7792. And to that extent fewer horses, proportionately, would be used?—I do not know what horses are served to a non-privileged cab as compared with a privileged cab, but on the general question I should be disposed to say that the privileged cab travelled fewer miles than the outside cab.

7793. That means that in the course of the day it travels less often empty than an ordinary street cab?—An ordinary cab goes about plying for hire, and he might go for miles perhaps before he takes up a fare; but the privileged cab coming back to the station is sure of a fare in a longer or shorter time as the case may be.

7794. You have no positive regulation as to the return of the cabmen?—No, no specific regulation on that point. We have regulations dealing with the cab proprietors which he is to observe in connection with his contract.

7795. And you do not specially prohibit a privilege cab and driver from taking a fare either back to your station or to any other part of the city?—We do not.

7796. Do you consider it fair to the public and to the general outside cabman that a cab with a special privilege to ply at a railway station should enter into competition with the general street cabs whilst the general street cabs are deprived of the power of competing equally with the privileged cabs?—Well, may I tell you a little incident that happened to myself on that very point?

7797. In your own way.—I was going home from Coventry Street one night and I saw one of our own cabs plying for hire; his horse's head was to the city and not to Paddington, but being one of our cabs I took him home and when I got out I said, "How is it you were plying "for hire in Coventry street instead of going back to "the station?" and he with his whip pointed to his register plate and said he was a public carrier bound to answer any call.

7798. Bound to answer any call?—On the part of the public.

7799. But supposing a non-privileged cabman drove into Paddington station, and said the same thing to your police constable who wanted to turn him out, would you admit a similar argument on the part of the cabman?—No, because the circumstances are not alike.

7,800. In what way?—He forces his way into private property.

7,801. Yes, but you allow your private railway stations to be freely entered by public vehicles, the cost of inspection of which and the regulation of which falls upon the general cab trade and the public exchequer, do you consider that fair?—Yes, I do, indeed.

7802. You do?—Certainly, it is our private property.

7803. Then you are to have all the privileges of private property, *plus* the amenities that are gained for the cab service at the public expense?—But after all is said and done they are public vehicles.

7804. Agreed.—They are public vehicles, but they have the use of private property for a consideration.

7805. Yes, for private purposes?—No, for public purposes.

7806. No, for private purposes?—For the use of passengers—who are the public—who travel by our line.

7807. You cannot have your cake and eat it too; you cannot tell us that a railway station is a private place and then in the same breath say that a cab is used at that private place to the profit of a private company for public purposes.

7808. (*Chairman.*) I must suggest for the defence and protection of the witness that you must ask questions and not make statements. If you will put your questions to the witness I am sure he will be able to answer them.

7809. (*Mr. John Burns.*) Very well, sir. Then it is not an offence for your privileged cabs to rest on the ranks?—Subject to what I said previously that if we found one of our privileged cabs on a rank at a time that he and we knew was a time of pressure at Paddington we certainly should find fault with him and call him to account for it.

7810. Do you consider that railway passengers should be more conveniently catered for than the outside public by a public cab service?—Well, we find that is the demand of the railway passenger.

7811. You find that is the demand?—Yes. As I have already stated if a passenger arrives at Paddington station and does not find a cab at his service he complains to the railway company, not to the cab owner; he has no hold on him.

7812. As he growls on the sidewalk if a cab does not come up?—I am speaking of what we know in our own experience. He complains to us, and holds us responsible for not having a supply of cabs at his disposal.

7813. When the privileged cabs at Paddington are insufficient the outside cabs are called in?—They are.

7814. Do you find many complaints from your officials as to the dishonesty or greater incivility of the non-privileged cabmen?—I have already said that they decline to give us the information that we get from our own men.

7815. But is not that due to the fact that they resent generally the adoption of the privileged cab system?—Oh no.

7816. Could you assign a reason for that?—What we think is this: they prefer to pick and choose their fares, our own men are under an obligation to take the the first fare that is offered to them.

7817. Is that so?—That is so.

7818. Just as the cabs at Waterloo station are obliged to?—I do not know what the practice is there; I am speaking of our own experience, and we say that we find the non-privileged men pick and choose their fares, and there are cases that have been reported to me where men have actually taken their fares outside the station and then for some reason or other got rid of them, because they did not happen to please them, by transferring them to some other cab, or leaving them in the street to do the best they could.

7819. But do you know that that is an offence that they cannot legally commit?—That may be so, but still it is committed.

7820. Are you aware that in Waterloo station, where no privilege exists, there is no complaint as to the honesty of the men, the civility of the men, or their desire to pick and choose their fares, and if there was a desire it cannot be done, because each cabman as he is called must take the fare wherever it is going?—Well, I can only speak from my own experience, and I say distinctly that these non-privileged men do pick and choose their fares.

7821. When the privilege system of supplying cabs at Paddington does break down, you have to depend on the outside cab service?—We do, but as I have pointed out that is a very small matter during the course of the year.

7822. Not so small because I see by the return of revenue you have handed in, that in the year 1893, 21,000 non-privileged cabs came to the aid of the privileged cab system at Paddington?—Well, I take the figure from you; I have given you the amount.

7823. That shows that the privilege system is not a perfect system?—That shows that we may very fairly increase the number of our privileged cabs, and that I presume would not be in the interest of the non-privileged men.

7824. Have you sufficient yard space?—We could make arrangements for that undoubtedly.

7825. How many privileged cabs can you accommodate at Paddington?—I cannot say; we have not enough space in the station, but we have a cab rank outside where they stand and filter through the station.

7826. Your accommodation is practically as large as Waterloo, or could be made as large?—I think so, certainly it is as convenient.

7827. Is there any objection on your part to do justice to all sections of cabmen by trying the experiment of the Waterloo system at Paddington?—Well, we have had the practice of Waterloo under consideration from time to time, but we have never seen that it gave so much advantage as we already possess.

7828. If it could be proved to you that the breakdown in the supply of cabs at Paddington would be less frequent than it now is, would you be inclined to adopt it?—May I ask you how you would prove such a proposition as that?

7829. Well, Mr. Scotter proves that, with the exception of one or two cases of American liners bringing in a thousand passengers at Southampton, the open system never, or very rarely, breaks down; certainly less frequently than your system breaks down at Paddington?—You call it "break down"; that is a term I would rather object to myself.

7830-31. You can apply any other term?—As I pointed out, this system of privilege——

7832. (*Mr. Whitmore.*) Requires to be supplemented by the external cab?—Yes, to get the assistance from outside. May I again give you the figures. This has been a gradual growing from 1845. In that year we commenced with 18, and we run 204 during the present year 1894; in 1893 we had, as I have already said, 213; they have gone on increasing year by year as the necessities of the traffic demanded.

7833. (*Mr. John Burns.*) Have your officials ever complained about a congestion of non-privileged cab outside your station, due to the privileged system?—I have not had such a complaint myself.

7834. You have frequently seen cabs crawling around the Great Western station at Paddington, waiting for fares?—I have seen cabs plying for hire outside the station.

7835. Does not that frequently happen to the inconvenience of the general public?—We have had no complaint of that kind; do you mean to say that there has been a congestion of empty cabs plying for hire, and they have interfered with the access and egress to and from the station?

7836. That is so?—I have never heard of such a case.

7837. When a train comes in from Maidenhead or some other place where there are sports or a fête or some event, is it not frequently the case that non-privileged cabs, in the expectation of the privileged cabs ceasing, block up the thoroughfare and inconveniently crowd the approaches?—I can say I have had no complaint of that kind; the police would regulate such things, and prevent the thoroughfares being congested.

7838. Equally it is your duty to open your yard and assist the police in diminishing the congestion of traffic?—As I have already said, if the privileged cabs are not equal to the traffic, then we let in non-privileged cabs.

7839. But you do consider that the privilege system on busy days does act as an incentive to cabs to congregate outside?—I should not like to accept that proposition.

7840. No; we will say then, if the yard were open to all as at Waterloo?—No, because the yard is never kept barred to cabs, so to speak If there is a large number of passengers expected, the outside cabs are let in; if the privileged cabs are found to be insufficient they are let in at once, and the passengers absorb them, and they go out at the other end. There is one way for coming in and another way for going out. I have never had a complaint made to me of any congestion of traffic interfering with the cab scoming or going in the station.

7841. But, Mr. Lambert, from the point of view of fairness, if the outside cab is good enough to assist you

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in times of difficulty, why should not he have the advantage of the railway fares at normal times?—Well, as I have said, we believe that upon the whole the arrangement we make is in the interests of our passengers. That is the consideration that rules us.

7842. And to the detriment of the outside public and the general inconvenience of the streets?—I do not say that.

7843. But does it not occasionally happen so?—No.

7843. That your privileged system causes the congestion of traffic outside the station?—I say I have never had a complaint of that kind.

7845. What complaint have you had as to missing luggage when non-privileged cabdrivers have carried your passengers. Have you had a disproportionate number of complaints?—That is such a general question that I could not give you any satisfactory reply to it.

7846. I will prove to you that it is not so general. You say one of the advantages of the privileged system is that it gives you an opportunity of tracing lost luggage?—It does.

7847. It, in your opinion, gives you a more trustworthy set of men?—I think so.

7848. That comparison can only be instituted by taking cases in which the drivers of non-privileged cabs are less trustworthy and less honest. Have you any instances of this?—No, I have no particular cases, but I venture to point out to you that a man who has been running to Paddington Station, say for 10, 15, or 25 years, has become identified with the Company, and is more willing to assist them in inquiries of that kind than the outside man, who perhaps only comes occasionally into the station.

7849. But that happens, of course, because the present system prevents the non-privileged cabdriver having that close contact and touch with the Railway Company: and he looks upon you now as an enemy, and exploits you accordingly?—I do not know that he does.

7850. But that condition of things removed, do you not think the ordinary street driver would be just as glad to propitiate the authorities by good behaviour as a privileged cabman?—No, it would have either one of two results; either the man would be indifferent as he is now, or he would attach himself to a station, and the system of privileged cabs would grow up again.

7851-53. But it would be a system of privileged cabs which would give all cabmen a fare, and would not incidentally congest the outside streets?—You must please not put that upon me, because I have never had any complaint of congestion on the outside thoroughfares.

7854. Then you can give us no evidence as to the superiority of behaviour and character and honesty of the privileged cab driver?—Beyond what I have stated.

7855. Do you consider, Mr. Lambert, that cabs should be inspected, regulated, and watered at a public loss, because there is a loss on the administration of the cab traffic, to enable you to give an exclusive accommodation to your passengers at public expense?—Well, I take it the public inspection of cabs is intended in the interests of the general community.

7856. Yes?—The passengers at railway stations are part of that community.

7857. Certainly?—It is an incident in their convenience that we provide a system of cabs for their use, and, we believe to their advantage, which, as I have said more than once, is the first consideration we have in view in this matter, and we think that we have tested it by a long experience, and are justified in assuming that the present system is the best.

7858. Yes, but incidentally railway passengers should not be exclusively treated, and a private company obliged, at the expense of the general public who contribute to the cost of this administration?—Well, I suppose the railway company, as part of the general public, contribute their share.

7859. Well, in the matter of cabs when it suits them?—No, but in the general administration; in the rates they pay.

7860. But then by charging to these cabmen a price for their privilege you tax them, and not the railway company, for the extra privilege that they enjoy. The railway company makes no contribution; either the privilege cab owner or the cabman has to pay that; is not that so?—But the railway company makes their contribution to the general rates which go to support the administration.

7861. Which they equally get out of the public, but over and above that you make a profit of 1,300*l.*, do you not?—I say with one system of privilege or the other, the money would be about the same.

7862. But do you consider it fair to make a profit of 1,300*l.* out of the travelling public?—Certainly; we should not do it if we did not think it fair.

7863. With regard to your private omnibuses, they go on the station for fares, do they not?—No.

7864. But do not your porters, when a train comes in, arrange with the drivers of your private omnibuses that the plums of the passengers shall go into the private omnibuses, whilst even your privilege cabs shall have the next desirable?—Well, such a proposition has never been made to me.

7865. Have you not observed this on the station?—No, I have not. Of course that state of things could only arise if there were a string of omnibuses waiting for hire; but the rule is, and the regulation is, that the omnibuses shall be ordered beforehand, and they get ordered, as I have already stated, by telegram from the passenger during his journey up. In the case of omnibuses going to private houses in London, they must of necessity be ordered beforehand by letter or telegram.

7866. But does not this frequently happen, that a party orders the day before, or perhaps two days before, a private omnibus to meet them at Paddington. Through an alteration in domestic arrangements they do not turn up, and do not take the trouble to send a telegram, and that omnibus waits, and is then pounced upon by the porter to the exclusion of your privilege four-wheeler?—I have never heard of such a case.

7867. I have seen it many a time?—Well, your experience is different from mine then, and I am quite sure we should have heard of it from the privilege cabmen themselves. We never have. As I have said, we have no complaint from the privilege cabmen of the omnibuses. I can only speak from my own experience.

7868. You say that you have a superior class of cab at Paddington?—We think we have.

7869. Do you consider that due to the privilege system?—Yes.

7870. Is it not rather due to the fact that you are supplied by one company, and a good company, with an excellent business-like manager?—Oh, no. I have got the particulars of the men who supply us.

7871. You did not have that class of cab before the London Improved Cab Company supplied you, did you?—Oh, yes. We consider we have always maintained a very good class of cab at Paddington Station.

7872. But the superiority of your cab above the average street cab was never so high until the last few years?—But I say again that it is not due, as you suggest, to the introduction of the Improved Cab Company.

7873. (*Chairman.*) But may I interrupt you. Do you admit what Mr. Burns says, that your superiority over the other cabs is greater now than it was a few years ago; that you are more conspicuously superior?—Every year some improvement or other arises in the cabs. We consider that by keeping the close supervision on them that we do, by watching the improvements that are introduced from time to time, and by calling upon our owners to meet these, that we do get an improved supply of cabs; but the proposition I understand the honourable member to make is, that since the London Improved Cab Company came on the scene the improvement has taken place, and I say that whilst we are undoubtedly indebted to the Improved Cab Company for better cabs, which have no doubt raised the general standard, I cannot put it down to that alone. As I say, we have supervised the supply of cabs from time to time, and as improvements have arisen so we have got them introduced. Now we have, as I have already said, over 200 cabs. Mr. Hibberd, who has been with us a great number of years, supplies 40 hansoms himself.

7874. (*Mr. John Burns.*) At Paddington?—At Paddington. The London Improved Cab Company supply 43 hansoms and 12 four-wheelers. If you like I will give you roughly the names and the numbers of the

cabs. Mr. J. Perry supplies 1 four-wheeler; Mr. J. Brown 11 four-wheelers; Mr. G. Caffyn 1 hansom; Mr. C. Collins 7 four-wheelers and 3 hansoms; Mr. J. Crawford 2 four-wheelers; Mr. W. Goodman 1 four-wheeler and 2 hansoms; Mr. E. Hibberd 40 hansoms, that is the one I mentioned before; Mr. J. Howe 4 four-wheelers and 2 hansoms, and so on. They go 7; 8 and 3; 1; 8 and 5; 14 and 1; 7 and 5; 1; 3; 8 and 3. So we are not in the hands, as you have suggested, of the London Improved Cab Company.

7875. No; they have levelled up though?—No; but then I may say that we find that the larger owners are more ready to adopt improvements than the proprietors of two or three cabs.

7876. Has not the number of owners that supply you with privilege cabs during the past few years diminished, whilst the number of cabs that each one supplies is increased?—Not that I know of.

7877. In the event, Mr. Lambert, of it being demonstrated to you that the railway company and the railway passenger would not be inconvenienced by the alteration of the existing privilege system, and the cab trade as a whole would be improved, would your company sympathetically consider the advisability of adapting themselves to the changed conditions?—Well, of course, any proposition that is made we should be bound to give our careful consideration to. At the risk of being tiresome, I will say again that the interests of our passengers have been our first consideration, and the system that exists is the result of experience, and we feel upon the whole that it is best, but if reasons can be urged why an alteration should be made we are quite prepared to consider the question. But it must be, I think, from that standpoint.

7878. (*Mr. Whitmore.*) On that, I think, it would be convenient if I ask, supposing that happened, you do not think there is anything in the structural conditions of Paddington Station which would make the non-privileged system impossible of adoption?—Oh no, they would enter in the same way as now and pass out in the same way as now.

7879–80. (*Mr. John Burns.*) As matter of fact, from the standpoint of cab yard and the peculiar situation of your cab rank accommodation, you are really better off than Waterloo, which is under dark arches and rather inaccessible?—Well, we think we are.

7881. Subject to your passengers not being inconvenienced, and its being proved that the general public convenience would be improved, by the adoption of the non-privileged system, there are no particular objections to it?—Well, I cannot carry it further than I have suggested. The present system is the result of long years of experience, and we should require, no doubt, adequate reasons urged before we made a change.

7882. (*Mr. Hopwood.*) I will not trouble you with many questions, Mr. Lambert. I will refer, in the first place, to these daily reports which you put in, and ask you for some information upon them. They show, as I understand it, the number of fares taken by each cab during the day?—Yes, they do.

7883. Is there any limit to the number of fares which a privileged cab may take?—No.

7884. I turn to cab No. 36, and I find that it took nine fares. Now, from the point of view of waste of power to the driver, horse, and cab, I want to draw your attention to this: No. 36 cab started at ten minutes past ten, and his destination was Victoria Station; he would come back empty?—Yes.

7885. He was back at 11.25 at Paddington and took another fare; the destination was Victoria Station again?—Yes.

7886. He would come back empty, I suppose, a second time?—I assume that; the time would indicate that.

7887. Yes, the time shows it. At 1.37 he was off to Berkeley Square, and so on?—That is a short fare, you see.

7888. But is it not the fact that he was travelling back to your station empty all day long?—I assume that would be so.

7889. Then I have another case before me where a man took a fare from the 10.50 train, and his destination was Victoria Station; he would come back to Paddington empty. At 12.15 his destination was Charing Cross; he would come back empty. At 1.37 he started again, and his destination was Charing Cross a second time; and then later in the day he was at Waterloo Station—back empty. Now, I put it to you whether there is not an obvious waste of power in having a cab and horse travelling between station and station in that way, with a restriction against the cabman bringing a fare back to Paddington?—Of course it would be very much better if he could load both ways; that goes without saying; but he finds it to his interest to come back to Paddington, where he is sure of a fare, rather than to stand about on the chance of getting a fare on the public streets.

7890. Well, does he—are you satisfied of that?—And we ensure his services, you see.

7891. Is he? Are you satisfied that even the privileged cabmen are at one with you upon this question?—I have never had any complaint to the contrary.

7892. Has it not been suggested to you that they would prefer to have liberty to bring back a fare from Charing Cross to you, when their destination has been Charing Cross?—Oh, but there is nothing to hinder them.

7893. Nothing to hinder them?—Nothing to hinder them bringing a fare back to Paddington.

7894. Nothing, I take it, so far as you are concerned; but they would be turned out of Charing Cross?—Yes; but then you see we should not have the man to rely upon for the supply of our own passengers.

7895. I quite understand that that is your answer to the position. Now, turning to another point you have put before us. Has it not come within your knowledge, and is it not true, that where the privileged system does not exist, the men who come to the station in the course of time do so habitually?—That is what I ventured to suggest a little while ago, that supposing we were to remove the privileged cab system altogether and were to rely upon the outside cabs, sooner or later a proportion of the outside cabs, at any rate, would make Paddington their home, so to speak, and the privileged cab system would grow up again.

7896. (*Mr. John Burns.*) But you would not get your 1,300*l.* profit?—Yes, we should; because, as I have pointed out, the pennies would have the same result. Just let me amplify that a little, if I may; 3*s.* a week is 6*d.* a day. These returns, if you would kindly look through them, show that this is a very small average; and, therefore, I repeat that if we had our penny on the average number we should still get the revenue that we do now.

7897. (*Mr. Cunynghame.*) Always assuming that you had your penny?—Quite so; if we got nothing, of course the total would be nothing.

7898. (*Mr. Hopwood.*) While a system of privilege, so called, would be growing up, it would not be the present system of privilege, which is extended to a few cabmen only?—No, it would not be the same exactly.

7899. There would be a distinction?—But I have no doubt it would sooner or later eventuate in the same state of things.

7900. Turning from that to the question of penalties, have you got a copy of the agreement which you make with the proprietors of the privileged cabs?—I put the regulations in.

7901. Have you considered the possibility of entering into an agreement of that kind with the cabmen individually rather than with the proprietor?—No, I have not; I understand that, as one result of the late strike, whereas previously the cab proprietor made a profit between his charge to the men and his payment to us, that is now done away with.

7902. I was going to suggest to you that possibly in the future the cab proprietor would have no interest in keeping up the privileged system?—Well, I suppose he maintains his price for his cab, at any rate.

7903. I suggest to you that it is not so?—The cab driver being sure of his livelihood is able to maintain his payments to his owner better than the casual men would do.

7904. The proprietor may be sure of getting his money, but in the future, I believe, he is not to receive any more by way of payment than that which is paid by the cab upon the streets?—Well, that I do not

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know. As I understand—perhaps I may be allowed to say that again—the arrangement was, that whereas the cab owner charged the driver one shilling a day extra for his cab, now, inasmuch as his payment to the Company is only 3*s.* a week or 6*d.* a day, that shilling is reduced to sixpence. That information has been given to me; I have not been able to verify it.

7905. (*Mr. Bayley.*) That arrangement is at an end now. The Secretary of State's award only held good to the 15th of July.

7906. (*Mr. Hopwood.*) I suggest that the position is this, Mr. Lambert: you have to consider very carefully the *locus* of the railway company towards the cabmen, in the interest of discipline on your private property?—Yes.

7907. You have put in a summary of complaints received in regard to the privileged cab-drivers; and I find upon looking at it that the offences divide themselves into two parts: those which are offences against the law and those which are offences against your special regulations. Now, I put it to you, would it not be sufficient protection for you to have a code of regulations dealing only with those offences which are not offences against the law?—Well would you kindly illustrate that by giving two cases, one under each head.

7908. Drunk in charge of a cab?—Yes.

7909. You suspended him for a week?—Yes.

7910. But you might have handed him over to the police?—We might have handed him over to the police.

7911. So there is no merit in that, is there?—Still that is a double protection, is it not. It is the police *plus* the company.

7912. There may be a double punishment?—There may be a double punishment,

7913. Another case; refusing to take a gentleman to London Bridge; is not that an offence against the cab laws?—No doubt.

7914. Overcharging a passenger?—Still against the law.

7915. Using bad language?—Against the law, I suppose.

7916. Now we will try to get one which is apparently against your regulations: attempt to overcharge a passenger?—But is not the attempt as bad as the offence?

7917. I do not know; is it as bad?—What I mean to say is that the law would cover the one as well as the other. You see, these are complaints made to us by our passengers, and we take them up in their interest, and see the men, and deal with them in this fashion; and I put it in that return as evidence rather of control we have over the men; we get so few complaints having regard to the number of cabs that are used.

7918. But then I suggest to you that you are doing something which may be very praiseworthy, but is not necessary in the interests of the passenger?—But I am afraid if we did not take the matter the passenger would not. The passenger appeals to us, and we take the matter up for him; but we would be very unwilling to take this man before the magistrate, because that is what it would mean.

7919. (*Mr. John Burns.*) Then you become auxiliary magistrate between the cabman and the passenger?—If you like to put it that way.

7920. (*Mr. Hopwood.*) The point I want to make with you is this, that you might dismiss from your minds altogether these particular classes of offences in regard to cabmen after they have left your premises, and deal only with regulations for the proper control of your private station?—Then may I say that that course of proceeding would be this: a passenger would write to us and say, "I hired a cab at your station; the man was drunk," and he complains accordingly. Our answer, from your point of view, would be, "Very sorry, but it is a matter that you must "deal with through the police; you must apply for a "summons against the man at the police court; you "must attend at the police court and prosecute your "charge."

7921. No?—Is not that so?

7922. No; just let me put it to you. Surely with your good administration, if the man was drunk when in charge of a cab at your station, he would have been dealt with by you before he took the fare?—Well, it is impossible to say; you cannot always prove these things until the whole of the circumstances are gone into.

7923. But I suggest to you that these are offences which are not committed within your jurisdiction at all; they are offences committed on the streets?—Very good. Then I say the course of procedure is what I have indicated, that instead of dealing with the question ourselves, which is the more convenient plan both to the passenger and to the cabman, we should have to say to the passenger, "You must apply "for a summons to the police court, and deal with "the case yourself." Well I venture to say that even Mr. Hopwood himself, as a passenger, would think that rather severe measure for the company to deal out to him, to refer him to the police magistrate.

7924. I am afraid I do not agree. If I take a cab upon the streets, surely that is the course I have to pursue if I want to punish a man?—No doubt; but then, I say again, the public do not take that course, because of the trouble and inconvenience arising from it.

7925. Is it not a mischief of the privileged system, from your own point of view, that you have to take such an obligation upon yourselves?—The few cases—in the three years amounting to five cases in each year and one over, sixteen in all—show, I think, that we have these men under very fair control, and the knowledge that they are dealt with in this way is a safeguard against future offences.

7926. Very well. There is only one other question. On the back of these sheets I see, "Any driver neg-"lecting to fill his sheet up regularly and properly "will make himself liable to be punished." What is the punishment for that—fine?—Fine in the first case; and if he persisted a caution; a great deal will depend upon the character of the man generally; if he failed once or twice he would be cautioned; if he went to more he would be fined; if that was found to be not sufficient he would be dismissed.

7927. Do I understand that under your system the agreement for the hire of the cabman is made with the proprietor, but that the cabman himself is liable to punishment without entering into any agreement at all with you?—Well, no doubt the agreement is with the proprietor, and we deal direct with the cabman.

7928. And does it not commend itself to your judgment to alter the system, so as to make the agreement direct with the cabman?—No, I think not.

7929. (*Mr. Whitmore.*) Do you exercise any power of selection of the individual cab or the individual driver?—No; we leave that to the cab-owner to select. If we object to the man, we do so to the owner.

7930. You sometimes do object?—We occasionally do object; but the cab-owners, knowing what regulations have to be met, are generally careful in the men they send.

7931. And that applies also to the cabs?—I am speaking of the cabs also.

7932. I mean there is the case of the driver and the case of the cab, which are distinct. Supposing one of the cab-owners with whom you have a contract supplies you with a good cab which is driven by an unsatisfactory driver, would you object to the particular driver?—Oh, yes, we have had to object to drivers; and we have also had to object to vehicles; and also we have had to object to horses.

7933. What I want to know is: is your objection effective? Can you exclude from your station either a cab or a driver or a horse?—Oh, certainly. We find no difficulty in actual practice in carrying that out.

7934. And as a matter of fact you do carry it out?—We do carry it out when the occasion arises.

7935. And as the result of that, no inadequate cab and no unsatisfactory driver or horse could be admitted into Paddington station?—We try to accomplish that.

7936. And you think you are successful?—We believe, on the whole, we are successful.

7937. (*Mr. John Burns.*) Of course you are aware that the police are paid for, and are supposed to exercise the powers of inspection of cab, horse, and driver, which you supplement?—Yes, I know that is so.

7938. (*Mr. Lough.*) I wanted to put this question *apropos* of that subject: Do you not think, if there were a satisfactory system of inspection of vehicles in London, that you, as a railway company, might be relieved

of all the trouble on that head?—Well, I think it is only right to say that the cabs having been inspected by the police, come, so to speak, with a good character to us. Our objections have been rather, perhaps, to want of conveniences. It is very rare that we have to object to a cab in itself—a cab which has once passed the police inspection. I do not put that very high at all. The general cause of complaint is either of the driver or of his horse.

7939. I see the trouble. You think that if there were a severe system of inspection of the carriage, it might relieve you at the station of trouble on that head?—Of course it would make our task easier, no doubt.

7940. Well, I will ask you the same question about the men. If there were a careful discriminating examination of the men to whom licences were issued, it would also tend to relieve you of anxiety about them, no doubt?—No doubt it would be an assistance to us.

7941. I wanted to ask you about the privileged system on the London and South-Western which you referred to. Are you aware that the agreement under that system is made directly between the Company and the driver?—No, I was not aware of it. You are speaking now of the 25 cabs?

7942. I am speaking now of the 25 cabs?—No, I was not aware that it was made with the driver as against the owner.

7943. And are you aware that the fee is paid by the driver weekly?—No, I was not aware. The only information I have comes from Mr. Scotter himself, who said that they adopt both systems at Waterloo. "I am obliged," he said, "to have a small number of privileged cabs"—(I think he put it at 25)—"to serve a particular part of the station for the assistance of our passengers."

7944. We have got it in evidence, so we need not trouble you?—I only repeat the conversation I had with Mr. Scotter; you have had it in evidence.

7945. You said you kept your system because you considered it was for the benefit of the public?—For the passengers.

7946-48. That is what I wanted to ask you. You do not mean the general public, you mean your customers?—Certainly.

7949-50. Is it not your custom at Paddington to turn out horses that come to your departure platform, regardless of how far they may have come, if they do not happen to be your own privileged horses and cabs?—They all pass out of the station.

7951. Do you not think it may be cruel to horses, after they have come a long journey, to turn them out without the chance of a fare back?—Well, we have not the space to hold all cabs of that kind. In the interests of cabs coming with passengers and luggage we are obliged to keep the roadway clear.

7952. Do you not think that on the whole the cabs coming to the station with passengers, if you had an open system, would balance the cabs that would be wanted to go away with other passengers?—I do not think so. What we find now is this, that on the occasion of race meetings or special events the supply of outside cabs is insufficient altogether; and if we had not the privileged system in existence we should have no cabs to supply our regular customers with.

7953. Quite so. So that your privileged system breaks down now on the days of race meetings?—No; I say it is the outside cab that fails us on race meetings and special events, and if it were not for our privileged cab we should be left wholly in the lurch.

7954. Are you able to judge that, so long as your privileged system exists; the cabmen in London know that you have a privileged system, and therefore they do not come?—I do not think, with all deference, that the feeling of the outside cabmen leads them to take that course of action.

7955. With regard to that question of mine about allowing horses that come to the station to go round to the departure platform, of course there would be no difficulty in allowing as many as the yard would hold and stopping them when the yard was full, and saying, "We are full now, and you must go away"?—There would be no physical difficulty.

7956. You said that there was an advantage in the privileged system in connection with passengers' luggage, did you not?—Yes, in the tracing of the missing luggage.

7957. Are you responsible for luggage that is lost on a privileged cab?—No; I take it the owner of the cab would be liable.

7958. In fact, if you can prove that you put the passenger's luggage on a cab the railway company is clear?—We think so.

7959. I believe that is the law?—Yes.

7960. And that applies equally to a privileged as to a non-privileged cab?—Certainly.

7961. (*Mr. Cunynghame.*) But if a railway porter puts any luggage on a wrong cab is the railway company free?—That is a legal question I would rather not discuss.

7962. (*Mr. Lough.*) The point is this if the railway company can prove that the porter put a portmanteau on a cab, and it tumbles off that cab in Berkeley Square on its way to Charing Cross, you are not responsible?—We think so, certainly.

7963. Therefore, on that matter of safety of luggage there is no special advantage.

7964. (*Mr. Hopwood.*) But if any of your passengers lose luggage you are anxious to help them to get it back, I suppose, independent of all legal liability?—Yes, we do all we can.

7965. And the advantage of the privileged system is that you have a picked lot of cabmen, and you have them more under control?—That is our view and experience.

7966. Do you attach so much importance to these advantages that if you were called upon to inaugurate the open system and admit all cabs at random, rather than that you would prefer to provide your own cabs and your own drivers?—Well, that undoubtedly would be a question which we would have to consider. I have no hesitation in saying that that course has presented itself to us. After all said and done, it comes back to the convenience of the passengers. If that were done, it would be in the interests of the passengers—if we were to go to that expense.

7967. You feel that you would be justified in taking that course in the interests of the passengers?—I should not like to commit the company to saying we ought of course to take that view.

7968. Possibly you might?—But that course has been discussed by ourselves as being a way in the interests of our passengers to secure good vehicles and have proper control.

7969. And possibly you might adopt that course?—It is quite a possibility.

7970. Do you keep any record, Mr. Lambert, of the luggage lost or stolen in connexion with the cabs?—When complaints are made to us, of course, we have a record, and, as I have already said, we do all we can to trace missing luggage when it is complained of.

7971. Do you keep any record?—Only the record that is kept by our own police, to whom these matters are referred.

7972. If we could get some record from you, and a similar record from Waterloo station, that perhaps might help us to see whether the privileged system does protect the passengers. Do you think such a record could be obtained?—I would not like to give you a definite answer until I have had an opportunity of looking into it.

7973. Would you ask Mr. Lambert to kindly give us such a statement, if he can do so conveniently?

7974. (*Chairman.*) Mr. Lambert, anything you can hand in on that subject when you have had time to look it up, will be welcomed by the committee?—I will see whether I can give you any satisfactory statement—any statement that would help you in your judgment.

7975. (*Mr. Hopwood.*) Would you, Mr. Lambert, consider with the railway association whether it is possible to have reciprocity as between the railway stations in the matter of privileged cabs, so that if a cab travels from Paddington to King's Cross it may have by arrangement the right to go in there and come back again to Paddington or elsewhere with a fare?—Well, I could, of course, raise the question if you desire it, but it all comes to this, that it would interfere with the supply of cabs to a particular company. For instance, if the Great Northern cabs come to Paddington——

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7976. (*Mr. John Burns.*) It would kill the privileged system, in fact?—No, no, I would appeal to the honourable member to allow me to finish my answer.

7977. I beg your pardon?—I say if the Great Northern cabs were to be admitted on their arrival at Paddington station to the arrival side to wait for a fare, the Great Northern Company would be deprived of the services of that cab, and difficulty would be created there; but it seems to me that so far from killing the privileged system it would put it much higher than it is now, because you would confer the privilege not merely on the cabs employed by the one company, but on the cabs of all the companies.

7978. (*Mr. Hopwood.*) I am not suggesting to you that it is a cure, but I am suggesting to you that it is a step in the right direction to prevent cabs travelling backwards and forwards between the stations empty?—But that waste of power, as I have already said, is very much less in the case of the privileged cab, according to our opinion, than in the case of the outside cab. He has to go for miles, perhaps, before he can get a fare, or stand for hours; but a man coming back empty to the station is sure of a fare after a longer or shorter interval, as the case may be. He really wastes less time than going about the streets waiting for a fare.

7979. Although he may make 20 journeys, 10 with fares and 10 empty?—That may be so.

7980. (*Mr. Bayley.*) You say that you can punish a cabman for refusing to take a fare from the station?—We can.

7981. So that is an advantage which you have over the ordinary law, because it is not a legal offence for a cabman to refuse a fare from the station?—I suppose the ordinary law compels a man who stands at a recognised rank to take any fare that is offered to him.

7982. Not at a railway station; a railway station is private property, so that the law cannot punish the man?—Therefore, in that sense, it is not a public stand.

7983. Therefore that is an advantage which the privileged system gives you?—Undoubtedly.

7984. (*Mr. John Burns.*) Are you aware, Mr. Lambert, that on the average earnings disclosed by these tickets the privileged cabman cannot possibly earn the money that he pays to the proprietor in many cases, and certainly not that money plus his wages?—I think the answer to that is that we have all these privileged cabs at work; if they did not earn their money they would not work.

7985. Yes, but what proof have you that they earn the proprietor's money and their own wages exclusively from railway cab fares?—I have no proof.

7986. But are you aware that these tickets disclose in many cases that the cabman, if he pays in his day's money to the cab proprietor, can only have done it by earning money by plying on the streets?—I cannot say. I only give you these tickets as showing that it is part of the control that we have over the men. In giving on those tickets an account of their doings, of course they do not give us—at least I assume they do not give us—any outside earnings they may get. That is as far as our own business is concerned; and that, of course, is only one day.

7987. They average roughly about seven fares per day, and here is a typical one. The man started at ten o'clock in the morning and finished at 10.30 at night. He had seven fares. With the exception of one to Liverpool Street and one to Waterloo, they were short fares, namely, Victoria station. Now averaging those at seven half-crowns, which is a fairly good amount, it would only just take him beyond, perhaps the amount that he would be charged by the proprietor. Are you aware, then, that these facts are disclosed: that three-fourths of the money that the privileged driver earns he earns in the railway station, whilst the remaining one-fourth he gets out of the general public?—No, I have not made any examination of those tickets. I have asked for them for my own satisfaction. These returns which I have put in, the man is compelled to make, and I was anxious to see, for my own information, whether he did make them; I called for last Monday's returns and here they are. I have not had any opportunity of examining them; and I take it that neither you nor I could say what the man actually got for each of those fares.

7988. No, that is perfectly true. But assuming that your privileged cab drivers charged the legal fare for the fares disclosed on these tickets, are you not willing to admit, on what these tickets disclose, that they could not earn their day's wages?—I could not, because my experience of cabmen is that it is the exception for them that they accept their legal fare.

7989. That is not the point. Assuming that they charge their legal fare, and, if you like, a liberal addition, on these tickets, they could not earn their wages?—As I have said, I have had no opportunity of examining them. I could not say.

7990. Are you aware that it is the general impression of privileged drivers that if they were confined strictly to railway fares they could not earn their wages?—No, I am not aware of that. All I can say is, that I do know that the privileged cabmen take fares outside and not for railway business, and so supplement their earnings for railway business.

7991. This question I wish to ask you: Do you consider it fair both to the privileged cab-driver and to the public that 1,300*l.* profit should be made from a privileged cab service, that by itself is not able to yield the men a proper day's wage and the masters a fair day's price for their cab?—Well, the answer to that is that we consider it is a reasonable charge for the facilities we give; and I have not heard any reason yet why we should relinquish it.

7992. Do you not think that these tickets disclose that the privileged cab system that prevails at Paddington is really kept up for the Company and the railway passengers' convenience, at the cost of the outside public?—No, I do not.

7993. Not if it is proved that the cabman plying as a privileged cabman at Paddington cannot earn his money?—Well, that has not been proved yet, excuse me for saying.

7994. Well, I assume it has. I am coming to another point. I will put it in this way—you may object to it: as apart from making this accommodation for your railway passengers, you are practically assuming functions that I think would be better left to magistrates. Is not that so?—Well, I cannot say more than I have said, that the passengers appeal to us to assist them in cases where they consider the cabmen are at fault.

7995. You punish drivers occasionally by fine, do you not?—We do.

7996. Do you consider that fair?—We do.

7997. You have not yet given them imprisonment?—How do you mean?

7998. You do not carry the punishment beyond fining? You have not yet given them hard labour?—We deal with them simply as we do with the other members of our staff; if they do not behave properly we punish them either by fine or dismissal.

7999. Do you communicate with the proprietor when this happens?—Yes.

8000. Then am I to gather that on the mere *ex parte* statement of a railway passenger the man is frequently reprimanded?—Not the mere *ex parte* statement.

8001. How do they complain, in person; or is it mostly by letter?—Mostly by letter. But we take pains to satisfy ourselves as to how far the statements are correct; because we find many statements made to us are not borne out by the facts. We do not fine the man unless we are quite satisfied that he is guilty of the offence charged against him.

8002. But what is the character of the steps you take? Do you ask the cabman if such and such a statement is true?—Certainly. The proprietor and the cabman are seen by the responsible officer at Paddington Station, and the circumstances are gone into. If the cabman offers an explanation, the explanation is given to the complainant. If the matter is so clear that there can be no doubt, the man is dealt with. The cabman is often confronted with the complainant.

8003. Do you not think the better plan would be not to trouble at all, but leave it to the railway passenger?—That would not satisfy our passengers.

8004. You are not supposed to assume magisterial functions towards the public as apart from carrying them?—We are supposed to listen to a complaint that is made by a passenger, and to do our best to remedy it. The complaints, I venture to say, are very few, but in those few cases we have done our best to ascertain the facts and to award what we considered reasonable punishment.

8005. (*Chairman.*) Do I understand you to follow the same course *mutatis mutandis* with a porter who was complained of for incivility?—Yes, the same course. We have complaints every day of porters, guards, and others, and we take exactly the same steps. We have the men before the responsible officer, and the case is gone into. In many cases we consider the explanation given by the staff is an answer to the charge, and it is given by us. It is only when the facts are clearly proved that we award punishment.

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8006. As far as this matter goes you treat the cabman on a footing with the servants of the company?—Precisely so.

8007. (*Mr. Cunynghame.*) And when you have made a fine you have no legal power of enforcing it; the man can pay it or else go, I presume?—Yes.

The witness withdrew.

Adjourned till to-morrow at 11 a.m.

FIFTEENTH DAY.

Friday, 27th July 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

MR. HENRY CUNYNGHAME.
MR. F. J. S. HOPWOOD, C.M.G.
MR. JOHN BURNS, M.P.
MR. T. LOUGH, M.P.
MR. C. A. WHITMORE, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

Sir EDWARD BRADFORD called in and examined.

8008. (*Chairman.*) Sir Edward Bradford, we have been obliged to trouble you to come here this morning, because there was a strong desire on the part of the Committee that some large questions touching the character and organisation of the Police Department should be answered by you personally, but I understand that one department which we had intended to question you about is one of which you do not feel prepared to speak, and that is the Receiver's?—I am quite prepared to speak about anything; all I say is that the Receiver is not a subordinate of mine.

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8009. Let me put it in this way; in anything that you may be good enough to say in reply to questions about the Receiver's Department, you wish it to be understood that he is not a subordinate of yours, and you merely speak from knowledge which you have derived, not in the position of a chief over a subordinate, but as working with him?—Exactly, because he really is the financial adviser to the Secretary of State. Whatever information I can give, I will only be too glad to give on any point.

8010. But with regard to that part of the work of Scotland Yard you do not speak as the chief responsible for what is done?—No.

8011. But merely from information that you have obtained during your administration?—Yes.

8012. (*Mr. Whitmore.*) Are his annual accounts presented directly to the Secretary of State?—Yes.

8013. And not through you?—No. I understood that the points were chiefly in connexion with Mr. Pennefather's evidence, and therefore I looked through the evidence, and took each question in which he could not give information without a reference to me, and I think I could not do better than go through them again, if those are the points upon which the Committee wish information.

8014–5. (*Chairman.*) Very well, then, Sir Edward, as to the police employed in hackney carriage work; what is the number at present so employed?—378, that is police who are engaged in hackney carriage duty, of whom a certain number—47—are engaged entirely on hackney carriage duty.

8016. And what portion of time do the men who are partially engaged give to the duty?—The whole of their time.

8017. I thought you said that some were entirely engaged, and some partially?—The way in which I would explain that is that the man is on a point where he can do police duty as well as hackney carriage duty.

8018. But he is there all the time?—He is there all the time.

8019. What are their duties on the standings?—I think, perhaps, the best answer to that would be exactly what the hackney carriage standings require. I would briefly put it in this way, they are appointed on special duty at hackney carriage standings, they examine hackney carriages and horses, they draw water for the same—those standing at the carriages—they examine and report upon any carriages that come up that are supposed not to be fit or in every respect good, and also harness and defects of that sort, they have to prevent cabs beyond the authorised number stopping at the standing, and to prevent disorder and secure civility as far as they can, their duty is to notice any furious and wanton driving, and also to report all cabs plying without approval marks, and they also would prevent damage to the cabs, or any articles being taken from them if the driver happens to be away. I think those are about the duties which I may say devolve upon them. I do not know whether it would occupy the Committee too long if I just read the orders with regard to hackney and stage carriages, which would show what duties devolve upon them?

8020. If you please?—These are the orders: "Police "appointed to special duty on standings are to ex- "amine every hackney carriage and horse drawing the "same placed on the standings of which they have "charge, and to report all cases where either hackney "carriages or horses are not in every respect fit and "proper for public use, and also when the harness is "defective or unsound. Inspectors and sergeants "when patrolling are also to make examinations in "accordance with this order, and report any infringe- "ment of the law. Special attention is to be paid to "hackney carriages employed at night. Police are "not to allow more than the authorised number of "carriages on any standing. Police are to report all "cases of misconduct, drunkenness, or incivility by "drivers, and to pay special attention to cases of "furious or wanton driving. They are to report all "cases in which luggage is carried on the roof not "properly secured. They are to report all cabs plying "without approval mark, or where any of the plates "may be damaged or disfigured, or improperly fixed. "No police constable is permitted to solicit or accept "money from any driver or from the public. At "hackney carriage standings where there is consider- "able traffic, no driver is to leave his carriage. "(Drivers requiring refreshments must take their "carriages to other standings where there is not so "much traffic and danger of accident.) Drivers of "hackney carriages are not to be allowed to stand "together upon the footway or to cause any obstruc- "tion or annoyance. Police are to give all in- "formation in their power about the proper fare

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" to persons hiring hackney carriages, and to render " assistance in all cases of dispute between the " hirer and the driver. To pay special attention to " unlicensed drivers (known as " Bucks ") who " loiter about the neighbourhood of cab stands. " The constables on duty at the hackney carriage " standings will observe and report when the tables of " distances, tablets, &c., are defaced or otherwise " illegible, in order that fresh ones may be supplied, " and should any person be detected wilfully defacing " any table or tablet their names and addresses are " to be ascertained, with a view to summon under " 24 & 25 Vict., cap. 97, s. 52. They will not allow any " notices, bills, &c., to be posted at the back of the " tables of distances, except as authorised by the " superintendent. A book with ruled columns will be " supplied them for the purpose of entering the par- " ticulars of reports made. Dogs are to be permitted " to drink at hackney carriage standings. In all cases " where it is practicable, constables on fixed points are " to be charged with the duty of keeping order at cab " ranks in their immediate vicinity. Cab ranks within " a reasonable distance of each other to be inspected " by the same constable. Constables appointed to cab " ranks, when not actually engaged in inspecting the " cabs or in any needful work in connexion therewith, " are to patrol within sight of the stands, not exceed- " ing a distance of 150 yards. The hours of duty— " 9 a.m. to 1 a.m. the following day. The duty will be " performed—

" In Town Districts.—First relief, 9 a.m. to 1 p.m., and from 5 p.m. to 9 p.m.; second relief, 1 p.m. to 5 p.m., and from 9 p.m. to 1 a.m.

" In Country Districts.—The reliefs are to be in tours of eight hours, commencing at 9 a.m., and terminating at 5 p.m., and from 5 p.m. to 1 a.m.

" The reliefs to be changed weekly. They are to " inform hackney carriage drivers as to the position " the carriages are to take at the hackney carriage " standings, and prevent nuisance or annoyance to the " inhabitants?"—I think that shows really what is required from the men on the stand.

8021. Quite so. Now do you, Sir Edward, think that the system of employing police for these duties is preferable to the old system of watermen?—Of course I have never seen, nor have I any recollection of the system, under which the watermen worked. My impression is that it is an advantage to the public to have a constable doing this work—at all events, you see he is there on the spot. It is for the public generally both a convenience and an advantage, and the hackney carriage driver does derive advantage from it.

8022. I suppose, for instance, several of those duties that you enumerated when you were reading out just now are duties which could not well be discharged by a mere waterman?—No.

8023. I mean they were *quasi* judicial?—Yes.

8024. And mediatorial. I mean the police have to arbitrate in disputes; apparently that is one of the duties that was read out?—Yes.

8025. And you think those duties could not be adequately discharged by a mere waterman?—No.

8026. But what cost to the public is involved in applying all these policemen to this cab duty?—It is a difficult thing to say what would be the exact amount, but we have taken it roughly as the Receiver has explained at half of the pay of the men; you see that half the constable's duties are in connexion with the hackney carriage stands, and half with the public.

8027. Could you state roughly at what you would put the cost of applying these men to cab duty?—You mean the relative cost as compared with that of watermen?

8028. No; I mean what would be saved if they were not applied to the duty; does it not cost more to have these men applied in this way?—I think Mr. Pennefather has shown in his account that he charges 125*l.* some odd shillings a year for each man, and he has given the total sums which I think I can show. It is really taking half the pay of the men so employed; that is how it is calculated.

8029. And that amounts to how much?—26,000*l.*

8030. At any rate, more than 20,000*l.*?—Yes; then, of course, the other items which are added to that account were in connexion with the office.

8031. But do you think that this large sum, over 20,000*l.*, can be fairly put down in its entirety to the hackney carriage account?—I think it is as good a rough calculation as one could make, considering that it is only a matter of account, if you came to divide it. The way I have rather looked at it is this, if you were to do away with those standings what number of men could we dispense with entirely in London?

8032. That is what I mean?—I think that is the way that he roughly calculated that half, it is as near as possible half. My impression is that it is 200 and 193, whatever the difference is, and I think that is in a rough way a fair charge; but still if you come to say that this must be cut down for any particular reason, I have no doubt that something perhaps more economical could be arranged.

8033. But taking it at what it is, do you think that the public gets its money's worth; do you think it is a good expenditure of money?—I think so; yes.

8034–5. (*Mr. Whitmore.*) I was going to ask this: supposing the police were relieved of this duty would that amount of money be saved?—Supposing the superintendence of the hackney carriage stands devolved upon watermen or upon servants of the county council or vestry, other bodies than the police, would the police expenditure be reduced by that amount at all?—No, that is what I was rather trying to convey; I think that we should have to maintain half the number that are now employed.

8036. On ordinary police duty?—Yes.

8037. (*Mr. John Burns.*) Is it not a fact that a point duty man has to attend to those water posts as his main duty during the day?—Yes.

8038. Does it not frequently happen that it takes his attention away from police duties that perhaps from another point of view are more important?—It may be; it is exactly what I mean by saying that it is rather a difficult thing to divide the duty.

8039. (*Chairman.*) You mean at one minute he may be attending to one thing and at another another?—It is so difficult exactly to say where the police duty ends and the other duty begins.

8040. (*Mr. John Burns.*) And watering duty begins?—Exactly.

8041. (*Chairman.*) But you are disposed to think that the public has its money's worth in this outlay?—Certainly, I am rather inclined to think that the public really benefit more than the hackney carriages, but it is a difficult thing to give any distinct reason for the opinion.

8042. (*Mr. John Burns.*) Do you not think it possible, Sir Edward, that if an arrangement were made at these water posts and at those cab ranks where water is supplied for the four-wheeled and the hansom cab driver himself to help his horse to water whilst the police had a nominal supervision over them without standing at the post, that policeman himself could give more attention to his purely police duty at that point than he is able to do now?—I think the way in which that has arisen was that had the hackney carriage standing not been there the policeman probably would not have been appointed originally, but by degrees they have been made a fixed point at that spot, and the public begin to expect it, and therefore he really performs as much duty if not more, for the public than he does for the stand. But I do not think that the whole of the duties even appertaining to the stand could quite be done by a man who was not a policeman. The part of drawing water could I think, but not the preventing an excess number of cabs coming on to the stand; you, I dare say, know there are occasions when there would be a great crowd.

8043. But is it not the fact, Sir Edward, that cab stands or ranks are generally situated in that part of a road or street where the police duty, necessarily by the fact that there is a rank there, is at a minimum?—Yes.

8044. And has not the rank made the point duty, instead of being what in my opinion it should be, the point duty making the rank?—I think it has. You mean that the rank has brought them?

8045. That is so.—That is rather what I said.

8046. Is it not a fact that the ranks are generally situated where without a rank there would be the smallest minimum of police duty?—Yes, that is really what I was saying.

8047. So what happens now at the water-post stands is that a policeman has a minimum of purely police

duty with a maximum of watering duties in the majority of cases?—Yes, I should think so.

8048. For instance, a rank or water post is never put on at a crowded part where there is a liability to obstruction, or to criminal assaults, or petty thefts; as a rule they are placed, are they not, in rather isolated and not particularly crowded parts?—Victoria Street, Pall Mall, and places of that sort are rather crowded.

8049. I do not know of one at Victoria Street?—Oh, yes.

8050. At the Army and Navy?—We have one there, along the corner of the church, and one opposite the post office right along the centre of the road, a stand and a post. It is where they are now building.

8051. Yes, but they are exceptional?—But as I said before, I think it is a very difficult thing to divide; it must be necessarily rather a give-and-take arrangement, that of settling what amount of his duties may be charged to the police and what amount can fairly be charged to the hackney carriage work.

8052. But in the event of some local or other authority being willing to do the purely water duties connected with water posts, would you, as Commissioner, have any objection to adapting the police duties on the spot to that change?—I should be very glad myself to try any arrangement that might be suggested.

8053. That to a great extent would relieve a number of policemen from pure water duties?—That is exactly what I was saying, it would relieve about half of them.

8054. Do you not think it rather anomalous that you should see a smart big policeman practically confined all day to swinging his water key, attending to the perhaps 20 or 30 horses that at a less frequented water post might come up?—But he has other duties, you see; he patrols along the streets, and does the work of that street, and can be summoned away.

8055. But by virtue of his primary duty as water-post policeman he cannot go further than 20 or 30 yards from each point?—As far as giving the water is concerned, it could be done by any private person.

8056. (*Chairman.*) Then we come to the Public Carriage Office; what is the number of the staff employed there?—In the Public Carriage Office there is one inspector, nine sergeants, three constables.

8057. What are their duties?—They are entirely connected with the hackney carriage work. They work more directly under the Assistant Commissioner who has charge of this department, but their duties include the registration of names and addresses of the holders of all licences, the registration of convictions, unfitness of carriages and horses, the work in connexion with the appointment of standings for hackney carriages and stopping places for stage carriages, and all inquiries. Then in the Lost Property Office there are two inspectors——

8058. That is a separate office, is it not?—Mr. Pennefather charged half the cost of the lost property office, in virtue of the lost property, it only appertains to lost property that comes from the public carriages, and it is under the Public Carriages Act that it is established; he charges half of that to omnibuses and half to the hackney carriages.

8059. Yes, but do any of those men whom you have first enumerated do anything with the lost property?—Not the first. I have put one inspector, nine sergeants, three constables; they have only to do with hackney carriages, and all inquiries connected with them. The lost property have two inspectors——

8060. If you do not mind, we will keep these two distinct; they are distinct in the office?—Yes, quite.

8061-2. Let us talk of the Public Carriage Office first. The staff is entirely occupied by work relating to licensing?—Yes, entirely.

8063. (*Mr. John Burns.*) Is there not a superintendent, Sir Edward?—The superintendent now assisted by a chief inspector is over both offices.

8064. (*Chairman.*) The superintendent is over the Public Carriage Office and the Lost Property Office?—And the Lost Property Office.

8065. So to that staff which you have enumerated should be added half of a superintendent?—Yes. There used to be two superintendents; they were separate offices, and there was a chief inspector in the Lost Property Office, who is now the superintendent over both. The chairman wished to keep the two separate.

8066. Yes, that is what I did wish. Now, with regard to the Public Carriage Office, as I understand, the gross expenses of this office are divided between cabs or omnibuses in the proportion of the number of licensed cabs to the number of licensed omnibuses?—Yes, that is the Receiver's division. He has consulted me upon what would be a fair way to divide the expenses at different times, but I should not have any real voice in that.

8067. And therefore you will not express an opinion as to whether it is a fair principle of division?—He has talked it over with me, and we thought it very fair at the time the proposal was made.

8068. You have concurred in that division?—Yes.

8069. And would you apply the same principle to the estimated cost of the clerical work done in the department?—I think so, quite.

8070. Well, now we come to the Lost Property Office. I understand you have one head man over both?—Yes.

8071. So we must reckon him again, or take half of him this time. Well, under him what is the number of the staff?—There are two inspectors, one of whom is a sub-divisional inspector, a sub-inspector, three sergeants, and one constable.

8072. And the whole of that staff is employed exclusively on lost property?—On lost property exclusively.

8073. About the number of articles of lost property brought in from cabs, how does it compare with the number brought in from 'busses?—I have not a division of the two.

8074. We will leave that over. Perhaps you will send it to the secretary?—I am sure they could be furnished.

8075. Is it in your opinion a fair arrangement that any portion of the expense of this recovery of lost luggage should be charged against the hackney carriage revenue, or is it in your opinion a charge that ought to be borne by the owners of the lost property?—I think it is fairly chargeable against the Public Carriage Department. It is only for the public carriage lost property that the office is established; I did make a note because that also was a point that was asked Mr. Pennefather.

8076. I am not quite sure what your figures would apply to if you found them, because the last question I asked you was whether you thought it fair that the administrative charge of this Lost Luggage Office should be charged upon your fund, or whether it would not be fairer that it should be borne by the people who lose the luggage?—You mean the actual person who has lost the property?

8077. Yes, the loser?—That would be to charge a fee upon that?

8078. Yes, upon the recovery of things?—I see no objection whatever to their paying a fee, and so relieving the charge on the Hackney Carriage Department.

8079. Would you not put it a little higher than that. Why should your department have to bear any of the charge at all?—Well, I think that is to ensure the recovery of the rewards. After all, the public carriage benefits to a great extent, because charge is taken of each of these articles in this office, and the office has to levy the reward for the driver. It is entirely under the Public Carriage Act that the office is established.

8080. But even the reward for the driver could be borne by the owner of the lost property?—You mean by charging such a sum; he has to pay a reward.

8081. He has to do what?—He pays a large reward to the driver.

8082. He does that?—Yes, very large.

8083. That is not borne by you?—No, that is entirely separate.

8084. (*Mr. Whitmore.*) That is a prescribed sum, is it not?—Yes, it is; 3*s.* in the £ on the value of the property.

8085. So that, in fact, the owner of the lost property does contribute?—Yes, he pays very largely, the driver gets that amount and, in fact, very large sums I know;

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n this very report there were some of them, I believe, as much as 50*l.*

8086. (*Chairman.*) Do you say there is a fixed scale of payment?—Yes.

8087. Calculated on the value of the recovered article?—Yes.

8088. There was a case of jewellery for instance, which might have run to thousands of pounds; would the owner have to pay a certain proportion of the value of those things?—For property of the value of 10*l.* and upwards, such a sum as the Commissioner shall deem reasonable. That is included in the order.

8089. 10*l.* and upwards?—Yes, 10*l.* and upwards, and on the amount recovered much depends. I see in this particular report (I quite remember the cases) two rewards of 10*l.*, one of 25*l.*

8090. (*Mr. Cunynghame.*) I suppose that in the case, say, of a bond for 10,000*l.*, you would not give the man a proportionate amount of it?—No.

8091. You would consider reasonable what was a fair reward for his honesty?—Yes.

8092. But not necessarily in such a case that proportion?—No.

8093. (*Chairman.*) And the same remark would apply, as I say, to a case of jewels?—Yes.

8094. Do you think that the work done by the staff in these two departments, the Lost Property and the Public Carriage Department, could be adequately done by a very much humbler and smaller staff?—I do not think it could.

8095. You think it requires an ample staff, and a highly trained staff?—Yes.

8096. You do not see any opening for reduction in that direction?—I think not, certainly, and I have thought that point over.

8097. And now, Sir Edward, I want to ask you a few questions of a more general character about inspection. I must tell you that we have had an almost, I think an almost universal concurrence of testimony, that the inspection is of rather an indifferent character, and I want to know what you think about it. Do you believe that the system of inspecting is a thorough and testing system?—I have not been quite satisfied that it has been good enough; I think that our staff has not been quite strong enough; that is what has seemed to me to be the want.

8098. Do you think that there is enough technical knowledge, for instance, as respects the structure?—Yes, I think so. A man has been brought up to it, right throughout his service; he is a man picked for it, he has had a long experience in the police, and has had his attention called to cabs from his earliest youth you may say; I think that he is a very good judge if he is a picked man.

8099. Then with regard to driving: we understand the practice is that a man who wants to drive a cab must bring a testimonial from two householders that they believe him to be, amongst other things, a competent driver?—Yes.

8100. But do you believe that the testimonial is worth anything, or has it become a dead letter?—I believe it is worth a great deal, because I believe it is tested by the hackney carriage staff as far as they can, that is they know that it is a genuine ——

8101. Document?—Document.

8102. Yes, it is?—And the man certifies that he is capable of driving. I saw the question had been put whether an examination in driving——

8103. Yes, but before we come to that, no doubt what you say is perfectly correct, that your people test the authenticity of the document, but they have no means of testing, have they, the capacity of the people who signed the document to give an opinion about driving?—No, but the reason I feel satisfied to a great extent that there is not any great deficiency in respect to the driving is that the number of accidents which arise from bad driving are very few, the complaints we receive of bad driving are small in number, and there is one's own experience in going about; I seldom come across a man who is a bad driver, if ever. Of course, as I say, if it were considered desirable to make that a stricter examination, I am sure we could devise some plan by which it could be done.

8104. But, Sir Edward, though the accidents are not so many as we might expect, I think we have had it placed beyond dispute in this inquiry that a very large number—the proportions were variously stated by witnesses—but a very considerable number of men come to cab-driving that had never driven at all, and that they drive by good luck rather than by skill?—I have not had that come before me at all in going about; I cannot believe in it occurring, for I think that an inspector would be altogether neglecting his duty if when he went to test a certificate he did not bring to the notice of the department that the men giving it were not likely to have been able to judge, or something of that sort.

8105. But I think we have elicited this—that these certificates are given out of friendliness, and as a sort of common form, more than as a serious testimony to faith in the man's driving capacity, that a respectable man can get all that is necessary from two of his neighbours without any inquiry into his fitness. Certainly within my own knowledge a footman has gone and got a licence without any difficulty—a man who had never driven anything; and founding myself upon that I have asked the question of a great many witnesses, I think one witness put it as high as 50 per cent., that 50 per cent. had never driven at all, and they all seem to agree that the driving trade is recruited from various classes and professions, a certain number of gentlemen's grooms and coachmen, a great number of drivers of tradesmen's carts and vans, and such like professions, and a very considerable residuum, as I say, variously stated as to number, from various indoor and sedentary occupations, and it has certainly occurred to some of us in this Committee that it would be better if the capacity to drive were not taken for granted on the testimony of two agreeable neighbours, but were made the subject of some searching inquiry by you?—I think it certainly would be desirable.

8106. And if desirable you think it is practicable?—I am quite sure that if it were thought desirable we would devise some plan by which that should be; it would require a good deal of thought as to how to carry it out.

8107. (*Mr. Whitmore.*) Have you in your mind an actual practical test of the individual's capacity to drive?—Would that be——

8108. I mean are you thinking of that as practicable at all?—Yes, as practicable; I think one could make it practicable.

8109. You think it might be?—I think it may; I would not at once say how, for I really have not thought exactly how.

8110. (*Chairman.*) But you see no *a priori* inability?—No, I do not.

8111. Now, we have got another point, and that is, the knowledge of London; do you think that the inquiry into that is adequate?—I think it is.

8112. You have no improvements to suggest with respect to that?—No.

8113. You think that test is sufficiently searching?—I think that is sufficient?

8114. Now I am going to take you to quite another branch of your department, and that is the practice in the police courts. I suppose that you have some knowledge at any rate, of the system under which the police courts act?—I cannot say that I have had any personal acquaintance with that; it would only come before me quite in an indirect way.

8115. You have never, in the discharge of your duties, had occasion to go to police courts?—I have done that, but only as a matter of information.

8116. Well, but taking it at that, which is no doubt very valuable, is the impression that you formed of the practice of the police courts that the drivers get fair play?—I really have no reason to suppose they do not; I never saw anything that led me to think that they did not.

8117. Do you think that there the police hold what may be called a standing brief against the drivers?—I think men's temperaments vary equally amongst drivers and amongst constables. I can only say that every endeavour is made to make the constables as sympathetic and as courteous as they can be. Our orders are strong on that point, I quite admit that if a cabman may not like being checked a constable does not like being spoken to sometimes, and there are so

many differences in temperament that I would not say that all are equally considerate, but I think, speaking generally, that the feeling is good between them, and fair.

8118. I think we have rather elicited this, at any rate, from many of the drivers, that they do not feel that police evidence against them in the police courts is always *bonâ fide* evidence; do you think, as far as you have any means of forming a judgment, that the evidence of the police in any questions arising against the cabman is evidence to be relied upon?—I do.

8119. And you think that the magistrates are well advised in taking that evidence and guiding themselves by it?—Yes, I do.

8120. As far as you know, speaking generally, it is competent and trustworthy evidence?—Yes.

8121. Would you kindly describe the process by which a summons is taken out against a driver?—Do you mean for any offence?—the constable reports it to his inspector, who again reports it to his superintendent, a recommendation then comes to the Assistant Commissioner who has charge of this particular department, and he sanctions the summons being applied for.

8122. Then no summons can be applied for without the sanction of the Assistant Commissioner?—Without the sanction of the Assistant Commissioner, no; he sanctions every one.

8123. Does that report which is made by the police to the Commissioner go before the magistrate; does he see it?—No, it would not.

8124. It is for the confidential use and information of the Commissioner?—Yes.

8125. (*Mr. Hopwood.*) What material, Sir Edward, is put before the Assistant Commissioner to enable him to judge?—The report.

8126. Yes; but does that amount to a statement of facts?—Yes, it does; and the superintendent also puts his remarks on it in sending it forward.

8127. My point is rather this, does the constable in making his original application to his superintendent for a summons really put on record the facts of the case?—Yes.

8128. So that by-and-by, when the case gets into court, the facts would be so stated as to enable the magistrate, if he had them before him, to cross-examine the constable, and test his *bona fides*?—Yes.

8129. (*Mr. Cunynghame.*) And the magistrate, I presume, would have the power to call for such a report if he chose to?—He would have the constable himself as a witness, which would be the same thing.

8130. It would probably be within the competence of the gentleman on either side who were conducting the case, or the cabmen?—It would not be usual to call for that report.

8131. I presume it would be within the competence of the magistrate or of either of the parties if there was a note made at the time by the man who was giving evidence, to call for that to test the truth of the story that was now being told, and compare it?—He would call for his notes, not the report which he made to the Commissioner.

8132–3. The notes of the constable of the facts upon which that report was founded?—Yes.

8134. (*Mr. Lough.*) I understood the original report of the constable to the inspector, or the inspector to the superintendent, were not, as a rule, supplied to the magistrate?—No, they are not.

8135. (*Chairman.*) I understand, Sir Edward, from your few answers, that the notes made by the constable on the spot at the time of the occurrence only can be called for, but that the report founded upon those notes sent before the Commissioner is not produced?—No, that is so.

8136. (*Mr. John Burns.*) What steps does the inspector in charge of the station or the superintendent to whom the policeman makes the application for a summons, take to verify the *bona fides* of the constable's statement?—That is going into an exact detail that I do not know I should quite feel sure about answering.

8137. I will not press that, Sir Edward?—These cases, Mr. Burns, do not come to me, you see, in the first instance.

8138. I will not press that, Sir Edward, but may I put it in this way: do you not, as Commissioner, consider it advantageous for the cabmen, the police, and the public, that the inspector or superintendent should exercise some power of supervision as to the *bona fides* of the application for a summons?—He does so, I believe; I have always believed him to do so with discretion.

8139. But in the event of it not being done?—He would not apply for the summons.

8140. (*Mr. Lough.*) All that you say, Sir Edward, is that the magistrate may ask for this report?—For the notes on which the report is made.

8141. But it is not a rule that it shall be supplied to the magistrate?—The notes?

8142. The notes.—No, I think not, because he would take the constable's evidence, and then he would ask him for the notes which he took at the time; it is a very constant thing for this to be done.

8143. We have had one magistrate before us and a clerk, and we did not hear of any rule of either notes of constables or reports being examined?—No, I do not think there is any rule.

8144. You do not think there is a rule that it should be?—No.

8145. (*Mr. John Burns.*) In the event of an inspector or a superintendent being dissatisfied with the *bona fides* of the application on the part of the constable for a summons against a cabman, what steps would he take?—He would not apply for it; he would not recommend the Assistant Commissioner that one should be applied for.

8146. Then in that case what would happen to the policeman?—If he were considered to have behaved badly he would be brought up as a matter of discipline, and dealt with.

8147. (*Chairman.*) Sir Edward, I was asking you a question a moment ago about the trustworthiness of police evidence in cab disputes, and as that is a question touching the character of the police, it leads naturally, or at any rate not very unnaturally, I think, to another question touching their character, which I am bound to put to you sooner or later, and may as well put now; it has been again and again stated in the course of this inquiry by drivers that it was a matter of common rumour that a man wanting to get an indifferent cab passed when it is sent up to be licensed had, in fact, to have recourse to bribery, and that if he put a coin under the cushion it was passed, and if he did not it was not. I am bound to say that when we have tried to bring this accusation home the attempt has always broken down at the last moment, and nobody has come forward to testify to it.

8148. (*Mr. John Burns.*) Except one.

8149. (*Chairman.*) I recollect one did; a man did come and give evidence as to what he had done himself on behalf, I think, of a firm or a company he managed; he was not an individual only.

8150. (*Mr. Hopwood.*) Years ago.

8151. (*Chairman.*) I will correct the form of that, and I say that in one case only have we been able to get evidence from somebody who had taken part in the act, but we have heard in this round-about way that it is a matter of common report, some put it as high as common knowledge, that this bribery was habitually practised. I want to ask you, as the head of the force, if you have any reason from your official experience to believe that that accusation is true?—No, I have not. I can only say that during the time that I have been in charge I have only once had such an accusation come before me, and we made every inquiry, and could not bring it home, and I can only add that if any case were ever brought before me I am quite sure that we should do our very best to inquire into it, and I should make an example of the person against whom the charge was made if I thought it was proved. I have heard exactly that general sort of statement myself. On every occasion that anybody has said it to me, I have always asked them to give me the opportunity and means of testing it, and have always felt that if a man knew of a case like that he neglects absolutely a public duty if he does not bring it to my notice, for I am quite sure that a very minute inquiry would be made into it, and, as I say, that if it were proved the man would be made an example of, and I cannot say more. Really I have heard that very thing said, but it is so easy to say these things in a general way. The men are put into a very delicate position, that is, the inspectors, and it is so easy for anybody

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to make a general statement if a cab is rejected, or anything done that displeases them, but I have really no reason to suppose that it is true. I will add to that that if any suggestion could be made to me of putting additional checks to prevent the possibility of corruption, I should be only too glad to accept and act upon them.

8152. Now, Sir Edward, on quite a different subject, have you had any experience of the inspectors of the Royal Society for the Prevention of Cruelty to Animals?—Cases have come before me. As I have said, the work of this particular Department does not come directly to me, but there have been cases in which the Assistant Commissioner has considered that matters of principle were involved, and he has brought them before me, and in that way I have had cases, and the Royal Society for the Prevention of Cruelty to Animals inspectors have come before me, and I have, I may say, issued orders that have made a little more stringent the rules in connexion with allowing their interference, not that I wished not to be sympathetic with the animals, but I have always rather wished to guard against anything like hardship to cabmen, who, I believe, are the people who have mentioned the subject to me at the time.

8153. Have you ever in your experience of those men had an opportunity of forming any general opinion how they have done their work?—No, I should not like to form any opinion upon what I have myself seen. So far as I know, a great many of them do their duty extremely well, but I think I should be going beyond my direct knowledge if I said that they all do it excellently.

8154. Would you wish to take the interests of the animals directly under the charge of the police, and make it the duty of your constables to look after them?—They do, it is part of their duty.

8155. Yes, but I mean exclusively?—Withdraw the Society altogether?

8156. Yes?—I think the Society serve a good purpose if the officers are kept in check. That has been my aim.

8157. (*Mr. John Burns.*) And experience has proved that they wanted keeping in check?—I think it has.

8158–9. (*Chairman.*) And now, Sir Edward, about the congestion of the traffic, it has been admitted that there is congestion in some parts of London; in fact, it is not disputable. Have you any views as to the remedy for it?—Without increased powers being granted to the Commissioner of Police, that is, to interfere with traffic generally, which he cannot do, I do not see my way to anything. I think he ought, perhaps, to have the power of saying that vans and other heavy traffic shall go by certain streets. In that sort of way I have no doubt something could be done, but, as it would require legislation, I have never really gone narrowly into the question, for I know we have got no power to do it.

8160. Would the powers that you have at the present moment affecting hackney carriages not enable you to deal effectively with this question of congestion unless you could get fresh statutory powers to deal with all forms of congestion?—No, I think not.

8161. (*Mr. John Burns.*) I wish to ask you a question about the alleged conduct of policemen at police courts, Sir Edward?—Yes.

8162. It is alleged by some cabmen that frequently the sergeant gaoler, or the constable assisting the sergeant gaoler of court, acts in relation to the cabman in a way that he would not act, say, with the cab fare with whom the cabman is having a dispute? Now, have you ever been to Marlborough Street, Sir Edward, when cab cases have been on?—No, I have not.

8163. Have you had your attention particularly directed to the special treatment, or as the cabman would call it, the extra-special treatment that he receives at the hands of the constables as compared with the ordinary public?—No; I can only say if I did I should at once——

8164. Now that your attention has been directed, Sir Edward, I have no doubt you will take an early opportunity of seeing what truth there is in the allegations made as to the treatment of cab witnesses by policemen?—I shall. I am only too glad to have anything of the sort brought to my notice.

8165. Well, if it came to your knowledge, Sir Edward—and you will have a knowledge of the amount of time necessary to deal with cases of breach of discipline and insubordination?—Yes.

8166. If it came to your knowledge, and was indisputable that 40 cases of cabmen crawling, and obstructing, and plying for hire were rushed through in 30 minutes, either at Marlborough Street or Bow Street, would you consider that a space of time in which that number of cases could be thoroughly inquired and gone into?—I should not like to do it myself.

8167. You take a longer time if a policeman were reported, say, for drunkenness on duty, to you?—Of course it may be that the anxiety is not to keep the men waiting for a long inquiry. I daresay that is very often the way in which it occurs. I do not think that the constables as a rule summon a man without good grounds; they always give them a caution.

8168. There are *primâ facie* grounds certainly?—Probably they do rather run the cases through with the object of not detaining the men. I can only imagine this is the case, but I should not consider that a satisfactory inquiry.

8169. (*Mr. Hopwood.*) And not detaining the magistrates?—Them also.

8170. (*Mr. John Burns.*) Are you aware, Sir Edward that cabmen, although innocent, or only partially guilty of the offence with which they have been charged, frequently plead guilty to get away sooner, and to escape, although innocent, with a smaller fine, or perhaps a smaller fine than they would if they were to plead not guilty?—I have heard that said.

8171. Are you aware that cabmen, though innocent, plead guilty to get away with a smaller fine than they would if the case took longer?—I have no evidence of such a thing.

8172. Do you consider that if that condition of things exits that is likely to breed respect either for the policemen's regulations in the street —— ?—If it exists, certainly not.

8173. Or compliance with a police order for the regulation of traffic?—I think not.

8174. The other point I wish to ask you about is, have you considered the advisability of having a separate police court for all vehicular cases?—I have never considered it. I have never heard it referred to until quite recently.

8175. But do you not think, Sir Edward, with your large experience as a public official, that criminal associations are not conducive to improvement in character of the men who are tried with criminals?—No; I am sure it must have an injurious effect.

8176. And as a matter of fact, with ordinary men, as well as with policemen, does not continual contact with criminality tend to make the average man callous?—I think it does, yes.

8177. From that point, what steps do you take, Sir Edward, within your power as Commissioner, to check and mitigate the impetuous zeal of young policemen towards cabmen?—Beyond cautioning men repeatedly, and punishing them when cases come before me, I do not know that there is anything else to be done. The officers are told, it is repeated to them constantly (the orders contain an injunction, I forget the exact words that are used), that police are always to treat those with whom they come in contact considerately. I think all that I can do at the head of the Force is done to try and ensure that. But, as I have said before, men are not all constituted alike.

8178. But, considering the extraordinarily large number of cabmen there are in the streets of London, and the magisterial, the almost judicial, relation of the policeman to the cabmen, would you consider the advisability of making a special regulation in regard to the treatment of cab drivers by policemen?—There is not only a general direction, but there is a special order which enjoins on the police to be strictly considerate. Persons connected with public carriages are to be treated with courtesy, and are not to be delayed longer than is absolutely necessary—is an order that is given to them. It is enjoined on the police—"Com-"plaints having been made to the Commissioner of "incivility, loss of temper, improper apprehensions, "on the part of members of the force in carrying out "their duties"—and then, "the following orders on this subject are to be strictly acted upon." They are to be

treated with the utmost civility, forbearance, and good temper by the police. That is a special order, and if anybody brings to my notice that they have been differently treated I always do whatever I can to inquire into it, with the object of letting it be distinctly understood what is desired. Of course, the position of a policeman in one of these crowded streets, I know, is a very difficult one; and, as I have said, many of the cabmen are men who do not like being checked, and this applies not only to a cabman, but also to other people.

8179. It is not peculiar to cabmen?—Many beyond cabmen; and, therefore, the policeman is in a very difficult position. But I think that all that can be done is done to prevent bad treatment.

8180. Well, Sir Edward, considering that in many parts of London there is insufficient rank accommodation and that cabmen technically are not allowed to ply for hire on the streets, and the fact that, as a rule, the men are long hours in the street, now that it has been alleged that there is one sort of police justice for the cabmen and another for the public, will you specially consider those allegations, and act upon what truth there is in them?—I should be very glad to act upon anything that would secure perfect treatment on all occasions; but what I was saying was that I do not think the police are in the habit of acting hastily. They are always told to caution men before they report them, and from my own observation I know how ——

8181. We all know Sir Edward Bradford, the police particularly?—I really am about at times when the men do not know that I am there. I watch a great many cases; and, of course, anything that can be done is done to ensure their being well treated.

8182. Now, Sir Edward, I want to take you to another point, if you do not mind. The police under you perform jointly with the Royal Society for the Prevention of Cruelty to Animals the duty of inspecting horses in the streets of London?—Yes.

8183. Primarily, that duty belongs to the police?—Yes.

8184. Do you not consider, Sir Edward, that that duty should be exclusively performed by the police?—I have said that I think the Society fill a very useful place.

8185. Yes; I would rather deal with that later on. But do you not consider, as the Chief Commissioner of Police in London, that that duty should be exclusively performed by the police?—I should say yes.

8186. Does it not frequently happen that when a horse is stopped by a Royal Society officer in the streets of London that a crowd assembles?—It always does assemble; I do not know any particular case in which this has come before me in connexion with this point.

8187. And does it not frequently happen that when the Royal Society officer stops the cab, the cabman and he, by virtue of the fact that he is not a police officer, engage in a wordy warfare, and a continuance of the obstruction, which would not happen if the policeman alone stopped the horse?—I have never had a case before me, but I think that seems likely.

8188. And frequently after the dispute has lasted some time to public inconvenience, the policeman is called in, and both are either taken away or advised to walk away?—Yes.

8189. But is that a condition of things that, as Commissioner of Police, you could look on with favour?—Certainly not with favour.

8190. You do not believe in dual responsibility and control in any of your departments?—No, I do not.

8191. Now, has not this body showed a disposition to assume functions towards cabmen and cab horses that in your opinion only the police should exercise?—I think they have at times.

8192. And they have recently been checked?—Yes.

8193. In your opinion, is not a voluntary society officer, who does not give hostages to good conduct and impartiality in the discharge of his duty, more liable to a capricious and prejudicial performance of his duty?—Certainly.

8194. He is more likely to take sides as against a man?—I think he is.

8195. Than a man who is dependent upon the police?—Discipline and good conduct.

8196. Discipline, pension, promotion, and the other incidents of public service?—Yes.

8197. In the event of it being proved that the exclusive inspection of horses should be handed over to the police, you would not refuse to perform that duty?—Not in the least.

8198. I go from that point to another, Sir Edward. You have, of course, been in the Strand at night-time?—Yes.

8199. You have noticed the congestion of cab traffic in the neighbourhood of Catherine Street, the Adelphi, and the Lyceum?—Yes.

8200. Do you consider that a condition of things which should be allowed to continue?—I know of no way in which it can be prevented.

8201–2. Have you specially directed your attention to the removal of this congestion of cab traffic?—Yes.

8203–4. And have you arrived at any conclusion by which it could be mitigated?—I think everything we can do is done. I think it is improved.

8205. Would you be prepared to discuss with the local authority in that district the means by which additional rank accommodation could still further improve upon it?—With pleasure, yes.

8206. You admit that, from the cabman's point of view, as well as from the policeman's point of view, it is a condition of things that continually leads to conflict, to hostility, to bad language, and to a very bad condition of things?—I think it does.

8207. And you are prepared to co-operate?—Yes, but it is for a short time only.

8208. It is from a quarter to eleven till about half-past eleven?—Yes, from eight to eleven—three hours.

8209. Do you not consider, Sir Edward, that your horse inspectors should preferentially be promoted for their knowledge of horses and for veterinary reasons?—Apropos of what?

8210. I mean in respect of the inspection of cab horses and cab yards? You have got inspectors?—I do not think that I have men specially for the purpose.

8211. The police inspectors are supposed to visit the cab yards?—Yes. Really, Mr. Burns, I do my best to select the men who are most suited for the duty required of them, whether horsemen or not. I think it, perhaps, would almost go into the administration of the police if I am to be examined as to whom I should select for a special duty.

8212. I have no desire to overstep the jurisdiction of this Committee. But do you not consider with regard to the administration of the hackney carriage law that a wheelwright or a coachmaker in the police force would make a better inspector of vehicles than a man who was not?—I should not admit that; and if I thought he was I should select one.

8213. Well, the reason why I put that question to you is that it has been alleged against your administration of the hackney carriage law that frequently when cabs are taken to a station the inspector never gets inside the cab, in fact hardly looks at the cab, but simply walks round about two yards away from it, and comes in and tells the man to put the plate upon it. I will not take that as true, but assuming that to be true?—He neglects his work.

8214. And do you not admit that it is not the kind of thing that a technically qualified coachmaker would do?—Not if he neglected it too; if he did not do his duty it would be all the same.

8215. But is that the kind of inspection that a practical coachmaker would make?—If that is the case, and it was brought to the notice of his superior officer, he would be punished for neglecting his duty.

8216. But other things being equal, you would give preference, I assume, to a man who knows something of horses to inspect horses, and a man who knows something of vehicles to inspect cabs?—Yes, certainly.

8217. Now, the other question I wished to ask you, Sir Edward, is with respect to the bribery of inspectors; and at the outset I must admit that the allegations as to bribery apply to a period in which you had no control; they apply to a period when you were not Chief Commissioner.

8218–9. The specific allegations with regard to bribing for a cab refer to the time before you were appointed Commissioner. But this allegation has been

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made that the other day a cab, No. 14,878, Railway No. 88, was taken first to Rochester Row to be passed, and rejected there; it was then taken to Stone's End in the Borough and there passed. Now, does not that indicate either a lack of communication between the two police inspecting stations or an irregularity that, if true, you would attend to and put down?—Just so.

8220. Now that your attention has been directed even to past allegations of bribery, do you not consider that the allegation, even though in the past, is sufficient for you to direct immediate attention to?—My attention is always directed to it.

8221. To see if it is continued?—I should do anything I could to prevent such a possibility.

8222. And in the event of it being detected the punishment would be severe?—Yes, it would.

8223. Now, Sir Edward, I want to put this to you: Do you not consider that the fact that a policeman's time in court when attending on cab cases is taken either from his sleep or his leisure time contributes to a positive tendering of evidence in which impartiality is not possible?—He gets time off.

8224. But does he now?—He does.

8225. How long has that been, Sir Edward?—Certainly for several years. When he has to attend the court he gets time off.

8226. Time off his duty?—Yes, he goes on for a shorter time.

8227. Of course I accept it from you; but is that positively so?—Yes, it is.

8228. (*Mr. Whitmore.*) So that the length of time during which he is in court ——?—"Police attending "police courts are to be granted time off as follows." There is an order which puts exactly the terms. I do not know that I need trouble you by reading it all; but it gives the exact time that is allowed off.

8229. (*Mr. John Burns.*) I will take it from you, sir. We will come to another point, and my last, Sir Edward. Has your attention been directed by any of your subordinate officers to congestion of cab traffic round several London railway stations?—Not specially.

8230. Has it been reported to you that round Victoria Station, for instance, there is occasional congestion of cab traffic?—No.

8231. Have you considered the effect of the privileged cab system on London cab traffic?—I cannot say so with reference to the cab traffic. I pass Victoria often, but I never do see the traffic congested much there except on special occasions.

8232. Then it has never been reported to you?—No, never.

8233. Are you aware, Sir Edward, that there is privileged cab stand accommodation in railway stations for nearly 2,000 cabs?—Yes, I know that.

8234. Have you ever considered what advantage, if any, the opening up of that enormous cab stand accommodation would be to the congested state of our streets? I cannot say that I have ever formed any conclusion upon that point.

8235. You admit, Sir Edward, do you, this great congestion of cab traffic in the Strand, round Trafalgar Square, and Oxford Street?—Yes, at certain times.

8236. But the Strand is always blocked, is it not?—Not by cabs.

8237. But have you not considered the necessity of taking special steps to remove crawling in the Strand?—I have. But that was only to relieve it to some extent. I have not considered that in connexion with privileged cabs.

8238. But has it ever dawned upon you that the opening up of privileged cab stands in the neighbourhood of the Strand would diminish that crawling?—No, it has not.

8239. And in the interest of the public, against whom crawling is a great offence, are you prepared to specially consider the privilege question, as Commissioner?—I should be very happy to do so.

8240. You have no power over railway stations, have you?—No, we have not.

8241. Are you particularly desirous of having it, in so far as cab traffic is concerned?—No.

8242. (*Mr. Cunynghame.*) There seemed to me two quite different complaints or remarks that might be made upon inspection—one, that the standard of goodness required in cabs was not high enough; and another, a totally different one, that the inspectors were not sufficiently careful to see that the cabs come up to the standard of the day, such as it is?—Yes.

8243. One would point to an improvement in the rules respecting it; the other would point to an improvement in the mode of carrying those rules out?—Yes.

8244. Now, I understand, Sir Edward, that in saying that you thought the police force did their duty in inspection you meant to say so far as the present standard of cabs goes?—Yes.

8245. But it might be considered expedient to require a higher standard altogether, which would be a totally different thing?—Yes.

8246. (*Mr. Lough.*) I think, Sir Edward, you said just a moment ago, in reply to Mr. Burns, that it is part of the police duties to inspect the stables?—Yes, it is.

8247. When Mr. George Isard, the inspector of carriages, was here, we asked him these questions and got these answers; and I want to know whether it is right. Mr. Isard said: "Not that we go into the "stables, but we pay that attention to it when we are "compelled to go"?—When I said visit the stables, it was more the yards.

8248. I mean the yards; but you will see this covers the yards: "(Q. 1599) Have you search powers conferred "upon you? (A.) No, we do not go in unless we have "a special order from the Commissioner. (Q. 1600), "Cannot you inspect a cabyard or mews without the "special order from the Commissioner? (A.) If the "cab owner will admit us." I ask you, Sir Edward, is that correct evidence?—I should not be able to say; I must refer. No doubt the inspector has stated his orders correctly. My impression is that part of his duty is to visit the yards in his division.

8249. Now, one word again. We have Mr. James Scott, the manager of the London Improved Cab Company, and he was asked (Q. 2643) "I gathered "from you, Mr. Scott, when last you were here, that "for general inspection of cabs, horses, harness, "premises and sanitary condition during the period "you have been with the London Improved Company "—namely, nearly eight years—you have not had a "single general inspection?—Not one," he answered?—Yes.

8250. "(Q.) In no case an inspection of cabs, horses, "premises and plant? (A.) No"?—It does not do for me to say the statement is wrong. My impression is that there must have been an inspection. But again I ought to repeat that at the head of the Force I should not know whether the inspector has visited the stables or not. I can make inquiries.

8251. "(Q. 2646.) Not a general inspection?—Not a "general inspection. (Q.) But for the purpose of "inspecting this or that particular horse, or this or "that particular cab? (A.) Yes?—This is the order: "When not engaged as above they are patrolling their "district, visiting yards, stables, &c., to see notices "are abided by, or performing duty at some suburban "station." I take it that—although I would not say that it is exactly carried out—that is the order.

8252. Then you give us officially that you have these powers to fully inspect stables?—I think you must let me inquire about that.

8253. Oh, with pleasure, Sir Edward?—It is a point that my attention has not been called to in the least. I only know that these are the orders. I could not say what our powers are without inquiring. I will with pleasure inquire into that. These orders which I have have received the sanction of the Home Secretary. They would not have included it without we had powers to go into yards, &c. That is the only thing I can say.

8254. I want to ask you another question on this answer of Mr. Isard's: "(Q. 1599.) Have you search "powers conferred on you? (A.) No, we do not go "in unless we have a special order from the Commissioner"?—Yes.

8255. Now, I wish to ask you, do you remember yourself issuing any such order?—The Assistant Commissioner has charge of that department, and he would issue it as from me. I have never had a case come before me.

8256. With the chairman's consent, I will ask you, Sir Edward, if you would be kind enough to put together for us what you conceive to be the legal position of Scotland Yard, and how far it is actually acted on, in the face of the evidence to which I have pointed your attention?—I have never seen the evidence to which reference is made.

8257. Scott's evidence and Isard's evidence?—I have never seen it, but I shall be happy to put together the legal position of Scotland Yard on this point.

8258. You said, Sir Edward, that the staff of inspectors, even for such carriage inspection as they do, was not, in your opinion, strong enough?—Yes.

8259. Has your attention been directed to the fact that in Liverpool there are 10 inspectors to about 800 cabs, whereas you have only six in London for 11,000 cabs?—Yes.

8260. Of course if that evidence has been laid before the Committee, you would think the six very much too small?—I think so.

8261. Then you also said that you did not think the inspectors were wanting in technical knowledge?—No.

3262–3. Is there any technical knowledge of carriage construction demanded from the inspector before he is appointed an inspector?—No.

8264. I want now to go back in the order of your evidence, Sir Edward, for a moment. In describing the staff of constables in the street, you mentioned, I think, 40 men; I think it was for the watering?—Forty-seven; there are more than that watering; there are 378 altogether.

8265. But you said 47?—Who do nothing else.

8266. But watering?—No; the others do the watering too. I divide them thus: 47 whose whole time is devoted to the cabs, 331 who are partially employed doing the same work.

8267. What is the precise duty of the constable who attends to what you call watering?—I read it at some length.

8268–9. Have those constables power with regard to the troughs?—No, nothing to do with the troughs.

8270. Therefore if these constables saw a trough where the water was stagnant and the top was covered with very dangerous-looking froth, they would not have power to order it to be cleansed out or put into a more sanitary condition?—If it were in an insanitary condition, I think he would bring it to the notice of his superior officer. But he has nothing to do with them; the troughs belong to a private company.

8271. But those troughs are in the public streets?—Yes.

8272. And there is no public street authority but the police?—You mean if it were smelling, that he should bring it to notice. I think he would.

8273. If the trough was stagnant and covered with froth from the horses' mouth—I saw one yesterday myself—have the police any duties with regard to letting the water flow and getting it out?—No.

8274. About the lost property. As I understood, in your answers to the Chairman you put on the Public Carriage Department the whole expenses of the Lost Property Office?—Yes.

8275. Have you any lost property office whatever except this one?—No.

8276. Do you not receive property from the Metropolitan and District Railway?—No, they have their own office. They do not send lost articles to us.

8277. Are none finally brought to Scotland Yard?—No.

8278. Or any police station?—No.

8279. Is there any lost property that is found in the street brought to you at Scotland Yard?—It is brought and taken to the local police station. It is not dealt with in the office.

8280. Do you happen to know anything about the practice of other municipalities with regard to lost property, Sir Edward?—No, I do not.

8281. You would not casually know that there is a lost property office, for instance, in Liverpool?—No, I do not know anything of the way it is worked there.

8282. Because in Liverpool we have had evidence that the charge for a carriage licence is only 1*s.* 6*d.* per annum?—Yes?

8283. That of course would not keep up a lost property office?—No.

8284. Well, do you suppose that there would not be such an institution in Liverpool?—I should think there would, but this Act would not apply to the establishment of the Liverpool institution. I do not know the least what their system would be.

8285–6. Then I will leave it. I want now to ask a question about the issue of the licence, Sir Edward. In reference to the inspection of the carriage, do you understand yourself how it is done; for instance, the owner of a hackney carriage must come to Scotland Yard in the first instance to get the licence for his carriage?—He comes in the first instance to Scotland Yard to pay the 2*l.* licence fee, and gets a receipt for the money.

8287. He gets a provisional licence provided he passes the inspector?—He gets the actual licence when the carriage has been passed by the Public Carriage Inspector.

8288. And the inspection of the carriage takes place at another place altogether?—Yes, in the division.

8289. Do you not think it would be more convenient if those two offices could be brought together, and you could at once inspect and license—supposing it could be arranged?—Everything is possible. It is a very large number to come to one spot, besides the distance they would have to come.

8290. But suppose there were three or four places for issuing them? My point is that there are two offices for the same thing?—One is the inspection of the cab, and the other is the granting of the licence, which is done after inquiries are made from the office.

8291. I have one other question. Do you think, Sir Edward, if these licences were all issued at a given season, say once a quarter for 14 days, that the work might be simplified and done more cheaply?—I am afraid not. I have thought of that, because I saw a question had been put to the Receiver, and I think that it would not be a practicable suggestion. What has struck me is this, that it would rather increase the staff, for it would necessitate the dealing with a large issue, 8,000 drivers' and conductors' licences, and 3,500 proprietors' in a fortnight, or all at once. The present staff could not possibly do it, and the accommodation is ot sufficient for the purpose; consequently, whereas now the average time an applicant is kept waiting is between five and ten minutes, under the suggested arrangement a delay of several hours might take place.

8292. Have you considered whether there are too many cabs in the streets of the metropolis?—I really should be afraid to venture an opinion whether there are or not. I noticed during this late strike, when it was partially over, and there was not a very large number still out, that sufficient cabs were not procurable at certain hours. I think it looks crowded and as if we had too many in certain localities. But generally, I should be afraid to say that there are too many.

8293. I will just put it in one general question. Have the metropolitan police force formed any opinion as to whether there are too many or not?—No.

8294–5. Do you think it would be desirable that an opinion should be formed as to how many cabs would be wanted for the requirements of the metropolis?—I have thought a great deal about it, and I should be very sorry to be one of the authorities to say what number should be the limit.

8296. Did you notice in Colonel Smith's evidence ——?—I have not seen any of the evidence at all. I only last night read over the evidence of Mr. Pennefather.

8297. Well, Colonel Smith, in reply to repeated questions, said that there was a nuisance of crawling cabs in the City?—Crawling cabs, yes.

8298. I will ask you, is there a nuisance of crawling cabs in the metropolis?—I would say at certain times, yes.

8299. At what times?—The time rather varies. In Piccadilly and the Strand towards five and six in the afternoon; between that time and late at night.

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8300. Would you say as much as this, that there is, in your opinion, in the crowded parts of the metropolis, a nuisance of crawling cabs?—Yes.

8301. But you hesitate to say ——?—That that is because there are too many.

8302. I was going to ask you, notwithstanding that, you hesitate to recommend a limitation of the number of licences issued?—Yes.

8303-4. Either to cabs or to drivers?—Yes.

8305. Do you think that there is any necessity to raise the age at which licences are issued to drivers?—I have not seen any great necessity. I believe the number that was issued at the minimum age was quite a small one; but if there was any abuse in this respect I should be very glad to see the age raised. I think we do not as a rule take any youths under 18.

8306. (*Mr. John Burns.*) Eighteen, but a few at 17?—A few; very few it is indeed.

8307. (*Mr. Whitmore.*) But should you see any objection to the limit of age being raised to 21?—Not the least.

8308. (*Mr. Lough.*) Now, Sir Edward, I am going to a different subject. You read out a sentence of instructions commencing, "Complaints having been made"?—Yes.

8309-10. That sounded to me very interesting, and I should like to have it referred to again, if you do not mind?—It was with reference to civility.

8311. May I ask you to read the whole passage?—I really read the words to show that there was an injunction to be civil and not to lose temper; that was the reason of my reading it. The sentence began in that way.

8312. Is there any objection to its being read?—Not the slightest. "Complaints having been made "to the Commissioner of incivility, loss of temper, "and improper apprehensions on the part of some "members of the force in carrying out their duties, "the following orders on these subjects are to be "strictly acted upon. All persons are to be treated "with the utmost civility, forbearance, and good "temper by the police. Whenever a question is put "to them by any person they are not to answer in a "short or abrupt manner, but with the greatest "possible attention; at the same time they are to "avoid as much as possible entering into unnecessary "conversation with anyone. A perfect command of "temper is absolutely indispensable in the proper discharge of police duty. A constable must not allow "himself to be moved or excited by any language or "threats, however insolent; the cooler he keeps himself the more power he will have over his assailant. "Idle or silly remarks are unworthy of notice, and if "the persons making them see that they have no "effect upon the constable they will soon leave off. "Forbearance and moderation will always be understood and appreciated by the public, the magistrates, "and the Commissioner. The police are not to apprehend or unnecessarily interfere with any person, "unless some specific act has been committed by "which the law has been broken. To deprive a "person of liberty is a very serious matter, and great "discretion is necessary in trifling cases, where one "person charges another with having committed an "offence. The attention of the force is to be frequently called to the necessity for the strictest "observance of these orders, and the serious consequences likely to result from any disobedience "thereof. Constables on joining the force are to be "very carefully instructed on these points, and the "danger to which they would render themselves liable "by any disregard of these orders is to be explained."

8313. Might I ask you, were those complaints made in your time, Sir Edward?—No.

8314. What date is that?—This is an order of old date. This is a re-issue of the order that was in force before I joined.

8315. And you cannot give us any information about the number?—I could tell you when that order was drafted, but not from this.

8316. Can you throw any light upon that strong statement about complaints having been received, the number of them, or anything of that kind?—No, I could not.

8317. (*Mr. John Burns.*) On this point is it customary, Sir Edward, when public attention has been directed, as through a strike, or something like that, to the police management of a particular trade, is it customary for you to re-issue your orders so as to specially draw the attention of the inspectors to them?—If I thought there was anything wanting I certainly should.

8318. (*Mr. Lough.*) Now I want to come to the police courts for a moment, Sir Edward. You said you had not much experience of them?—No.

8319. But have you noticed the evidence that has been presented to us about the number of cases?—I have not seen the evidence, I must again repeat.

8320. Well, I will give it to you, Sir Edward. We have had particular evidence of two courts—Marlborough Street in the metropolitan area, and the Guildhall in the City.—Yes.

8321. The evidence that has been presented to us as to Marlborough Street shows that the total number of cases last year was 2,252.—Yes.

8322. And in the Guildhall 261.—Yes.

8323. One-tenth of the number.—Yes.

8324. Do you think that that is an extraordinary difference?—No, I think not.

8325. Can you account for the difference?—In the City there is only traffic for a short time in the course of the day. Ours is going on for 24 hours. In the City everything is closed after a certain hour in the evening. I think that would account for it.

8326. And you do not think there is any extraordinary difference there?—No, I think not, considering the area and the number of hours.

8327. Well, the traffic in the City commences much earlier than outside, does it not?—No; in parts of our area I think it begins quite as early—all the parts surrounding the City, in Clerkenwell, and in all that part, there is very heavy traffic; much the same in Commercial Street and all that part; they are very early.

8328. Then, do you think that the total number of prosecutions, 4,925 in the year 1893, out of some 12,000 men, a large number?—No, I think not.

8329. You think it is moderate enough?—I think so.

8330. We have had evidence that in the City there has been a great falling off in the number of prosecutions; during the last three years they have fallen to one-third or one-fourth?—Yes.

8331. Has your attention been drawn to any such movement in the metropolitan area?—No.

8332. You do not think there is any improvement, any decrease in the numbers recently?—I should like to refer to the Returns.

8333. The table shows there is not any?—No, there is not, certainly.

8334. Well, do you not think, Sir Edward, that, seeing they are exactly the same men and cabs, and that the City is a very crowded place for such a long time, that this remarkable movement in the City contrasts somewhat?—It may be owing to some special system; I do not know. My attention has never been directed to it, so that really I cannot offer any opinion on it.

8335. (*Mr. John Burns.*) You have no objection to inquire into the cause?—No.

8336. (*Mr. Lough.*) Are you aware that they have got a separate court for street offences in the City?—No; I did not know that they had.

8337. The Chairman asked you on that question of a separate court for the cab cases?—Yes.

8338. You said you had only considered, or your attention had only been drawn recently, to the demand for a separate court?—No; it was only drawn quite recently, to the fact of its being mooted.

8339. You have never even considered it?—No, never.

8340. Seeing that there is this separate court in the City, and the great decrease in crime, and the much smaller number of cases, would you approve of an experiment of that kind in the outer area?—It is scarcely a thing for me to offer any opinion upon.

8341. I just wanted to ask a question about the course that is pursued when a constable is going to summon a cabman?—Yes.

8342. You said that the Superintendent Commissioner, I think it was——?—The Assistant Commissioner it is who eventually approves of the application.

8343. The Assistant Commissioner sanctions the issue of all summonses, does he?—Yes.

8344. In every part of the metropolis?—In every part of the metropolis.

8345. Then, seeing there are 5,000 a year, he sanctions the issue of about 100 a week; and I wanted to ask you, are his duties more or less formal in the matter?—I think whenever a case of any importance comes before him it would not be in the least formal.

8346. As a general rule, he would do what the inspector recommended?—The superintendent. It has gone through two hands before the superintendent of the division.

8347. And what he recommended?—Yes.

8348. Whom does it reach before the superintendent?—The inspector.

8349. Then I suppose he would be guided largely by the inspector?—It would depend on the man, I think, how far he would be guided by him.

8350. Upon the constable?—No, upon the superintendent, I think.

8351. Are the wishes of a constable with regard to the issue of a summons often disappointed?—I do not know; not having to deal with this directly, I should be sorry to say in how many it is declined.

8352. (*Mr. Whitmore.*) I only want to ask one question about the system of granting licences for cabs; with a view to preventing the possibility of allegations of bribery at that time, would it not be well that there should always be some other officer present besides the inspector who actually passes the cab?—You mean a second inspector?

8353. Yes?—Of course everything that adds to expenses makes one——

8354. I am putting that as a suggestion.—That there should be two inspectors on each occasion that a man comes? He has a second man with him; he has a constable who is, as a rule, present with him.

8355. There always is a constable present?—Yes, there is a constable present, he screws on the plates, you see.

8356. However, you do not think there would be anything amiss in having a second officer?—Not the least; it is only a matter of expense.

8357. But if that was thought to make the possibility of the charge more unlikely, it would be considered?—I should be very glad to adopt anything.

8358. (*Mr. Hopwood.*) Are you responsible for the accounts of the Metropolitan Police Fund, which are presented to Parliament?—The Receiver really is responsible.

8359. Should any question as to the form of the accounts be addressed to you or to the Permanent Secretary to the Home Department?—Yes, certainly he would be the person to whom they are submitted.

8360. (*Mr. John Burns.*) In matters of common interest affecting the administration of the cab traffic in the City of London and in the metropolis, is there co-operation between you and the City police authorities?—Yes.

The witness withdrew.

Mr. Henry Ferrett and Mr. George Edward Smith called in and examined.

(Mr. Cunynghame in the chair.)

8361. (*Chairman.*) Superintendent Smith, C. Division. Will you please assume that we know nothing about this particular point, and describe to us as reasonably fully as you can the green yard and the purpose for which it is used?—The green yard in the C. division?

8362. If you please.—The green yard, as it actually is in the district, is a place that is appointed by the Commissioner, under agreement with the keeper of the yard, where horses or cattle are taken for safe custody.

8363. Is there any statutory power in the Commissioner to do that, so far as you are aware?—I believe there is.

8364. By virtue of a special statute relating to green yards?—I do not quite follow you, sir.

8365. Is there any Act of Parliament specially giving the Commissioner power to appoint these green yards?—Yes, there is, sir.

8366. Can you indicate it to us? Well, you can do it presently. We should like the name of the Act, if anything special exists?—Yes.

8367-8. How many of them are there in the metropolitan district, as far as you know?—I cannot say, I can only tell you of my own district. There is one in my district.

8369. (*Mr. Lough.*) What is your precise locality?—The area of it? It is the whole of the south side of Oxford Street, bounded on the west by Hyde Park.

8370. (*Mr. John Burns.*) By Park Lane?—By Park Lane, yes; and extending to Pall Mall in the south, and divided by St. Martin's Lane and High Street, Bloomsbury, to Oxford Street again. It is an area of nearly a square mile; not quite.

8371. (*Chairman.*) Will you describe to us what is done there?—The only thing that is done, as far as I am aware, is the safe custody of cattle that are taken to the green yard.

8372. Is any charge made against any person for the custody of the horse or animal?—Oh, yes; the owner of the horse has to pay the green yard fees.

8373. Who fixes those fees?—They are fixed by an agreement between the Commissioner and the keeper.

8374. Have you got a table of those fees in your division?—I have got a short memorandum of the cost in the division:—Green yards, P.O., 6/6/93. Mr. Henry Rosomon, 38, South Molton Street and Haunch of Venison Yard, Brook Street. Horses, per head, 6*s.* per day and night; horses, per head, 3*s.* 6*d.* per night; horses, per head, in and out same day, 4*s.* 6*d.* per day; cows and oxen, per head, 3*s.* per day; sheep or goats, 1*s.* 6*d.* per day; dogs or poultry, 1*s.* per day; pigs, per head, 1*s.* per day; trucks, &c., each, 1*s.* per day.

8375. I see here, horses per day and night; does that include feeding?—Feeding.

8376. They would give them a good feed for that?—Yes, it includes everything.

8377. Does not that sum of 6*s.* seem to you rather large for the care of a horse for a day?—It is rather large, and of course it is larger in my district than it is in many of the other districts. I do not know any of the other districts where it exceeds that.

8378. I suppose it might be urged—but you will tell me whether you think it is a just thing to urge—that only two horses a week might come into a green yard so that you might only get 12*s.* for the whole thing a week, and have a man to keep there and pay?—They do not extend to two a week, sir.

8379. Do they not do anything else in these green yards besides?—The owner himself has cattle in there.

8380. In there?—He has to keep sufficient accommodation for horses or any cattle we might send there.

8381. There is space for how many horses in the green yard in your division?—Oh, we have space there to accommodate six or seven horses.

8382. Six or seven; and then during the time that he thinks they may not be wanted he puts his own four or five horses in it?—This man particularly has a large stable there, and he has a quantity of horses in the yard, and he lets out horses and stabling.

8383. So that the green yard, after all, is only a livery stable, putting up a horse at bait?—About the same thing, sir.

8384. Looking at it from that point of view, do you not think 6*s.* a dear charge?—Considering the enormous rent they have to pay in my district, and that they have to keep accommodation, and a man to wait at all times of the day, I do not think it is an excessive charge.

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8385. I see what you mean. You think there are some exceptional circumstances?—That is so, and my district is different from others.

8386. (*Mr. Whitmore.*) Would that be the ordinary charge at a livery stable?—Livery stable?

8387-8. Suppose you had a horse, and wanted to put it up for a day, what would be the charge?—I should think a livery stable keeper would not do it for less.

8389. (*Mr. John Burns.*) Does that 6*s.* night and day include a possible veterinary attendance in the event of a horse meeting with some slight accident?—No, sir, I think not.

8390. If veterinary attendance were required that would add to the cost?—Veterinary attendance would be called in by the police, and would be charged to the police fund.

8391. Have you ever had a case of veterinary attendance in the green yard?—I am not aware of any. We have had many cases of veterinaries called to accidents in the street, ordered by the police, and charged to the police fund.

8392. (*Mr. Hopwood.*) The charge includes the risk, which there must necessarily be, of taking a diseased animal into a livery stable?—That is so, exactly.

8393. (*Chairman.*) And I suppose the owner of the yard is liable for the animal if any harm comes to it; how is that in law, do you know?—Oh, he would be liable; no doubt of it. But no doubt the liability would fall upon the police, and the Commissioner would only be covered by the agreement with this man. Of course that is really a point of law.

8394. Do you think that it might be a better arrangement to take horses that are taken up in this way to a stable regularly under the control of the police, instead of taking them to a green yard?—No, sir, I do not.

8395. You think that in that event, and if such a stable existed, great precautions would have to be taken against contagious disease, one horse being brought there that had glanders, or farcy, or was badly diseased?—The same applies to this green yard-keeper; he would have to get separate places to isolate them, and put up with all the expense of disinfecting them, and risk as well.

8396. Supposing the owner of the horse refuses to pay the green yard charges, who would sue for them, the police or the owner?—The green yard man.

8397. The green yard man would sue the owner of the horse directly?—Yes.

8398. And then, I suppose, the reasonableness of the charge would be a matter to be determined by the judges before deciding?—That would be so.

8399. That is not a statutory sum?—No, it is not, sir.

8400. Then, where charges of cruelty to animals are brought, the horses are taken, are they not, to this green yard?—Yes, those are the principal horses that are taken in my district.

8401. Supposing the charge of cruelty is unfounded, is dismissed, has the owner still to pay the green yard charges?—Yes, he does pay it.

8402. Is not that a flagrant hardship upon him? Supposing he is unjustly accused, and his horse unjustly taken, is it not very unjust that he still has to pay that?—It would be so.

8403. And the Royal Society for the Prevention of Cruelty to Animals do not refund it, do they?—No, I do not know any case where they have to refund. Of course the owner, if he was unjustly taken into custody and acquitted by the magistrate because there were no grounds or foundation for the charge of cruelty, would still have his remedy against the Commissioner.

8404. But would he have a right to recover at law the green yard charge, do you think?—He would have a right, I think.

8405. I doubt it, unless the prosecution were malicious as well as unfounded?—I do not think that, sir; I am not a lawyer.

8406. We will not discuss that point. I think you would find it would be rather difficult to have an action against the Commissioner except in a very bad case. At all events, as a fact, when a man gets off and the charge is unfounded, he has to pay this green yard charge out of his own private pocket?—He would have to do so.

8407. He does not get it refunded out of the prosecutor's purse at all?—I do not know any case in which it has occurred. But if the owner, after having paid under such circumstances, appealed to the Commissioner, I think no doubt the Commissioner would pay some compensation to meet that.

8408. If so, that would come out of the general police fund?—It would come out of the police fund, sir.

8409. Have you had any experience of these prosecutions for cruelty to animals?—Yes, sir.

8410. We have had evidence put before us that by the Society for the Prevention of Cruelty to Animals they are often vindictively pursued; what is your opinion upon that?—That has not been my experience, sir. Of course there are many cases in my district where the Society officers call the attention of the police to cases of cruelty, and the constable then uses his own judgment and discretion as regards the case, and if it is a gross case of cruelty, the person is arrested; if it is not, the constable does not act in the matter; and in the case, of course, of a public vehicle, where the horse may possibly be not fit for the work through some cause or other, the driver is simply told what the consequences would be, and the report made to the Commissioner goes then to the inspector of the district.

8411. I am bound to tell you that the witnesses, so far as I remember, do not complain of the police in this matter, but what they complain of is that officers of the Royal Society for the Prevention of Cruelty to Animals are often biassed, and press cases hardly upon them. I want to ask your view upon that?—Are you alluding now to charges, or process by summons?

8412. To both. That whenever the officer is brought up in the capacity of a witness, or anything of that sort before a magistrate, they do not treat the people fairly; they press it too much against them?—Then in the case of a charge, you must admit that the police must be conniving at that case before a charge is taken.

8413. I think you have misunderstood the question rather. They do not say that the superintendents are not fair to them, but what they say is that the officers of the Royal Society for the Prevention of Cruelty to Animals display a bias against them, and press charges,—go unjustly or too much to the superintendent and bring before him cases in rather a vindictive spirit, asking him to prosecute; and when they are up before the magistrates themselves, instead of using a fair tone take a tone too much against the owner of the animal. That is what I want you to tell me about?—That has not been my experience sir.

8414. (*Mr. John Burns.*) On this point, you said just now, and it is very important, that before a charge can be taken from the Royal Society officer the police must be satisfied as to its bona fides?—Certainly, sir.

8415-6. Then, am I to understand from you that the only function that the Royal Society inspectors exercise is practically to call the attention of the police to the cases of cruelty?—That is so as regards charges, sir.

8417. So that when a Royal Society officer sees a horse with a sore shoulder, he on his own initiative cannot take that horse to the police station?—He has no power, sir.

8418. He must call a police officer who, when called, must be satisfied that the case of cruelty alleged by the officer is sufficient to warrant it being taken to the station?—That is so, sir.

8419. (*Mr. Whitmore.*) And no prosecution can be initiated without the actual ——?—No, sir, I do not say that; I am distinctly saying the charge—that is where a person is arrested and taken to the police station and charged; I am not alluding to the summonses.

8420. But an inspector may also, instead of taking that course of causing a man to be arrested, go himself and take out a summons against a man?—Quite so; I am confining myself purely and simply to a

charge where a person is arrested and deprived of his liberty, sir.

8421. (*Mr. John Burns.*) Then I am to understand that a police officer in the street enjoys all the advantages that a Royal Society officer enjoys, but that a Royal Society officer must confine himself to pointing out the case of cruelty to the policeman; beyond that he has no more power than a private individual doing the same thing.

8422. (*Chairman.*) Beyond that he must proceed by summons?—By summons.

8423. But do they proceed by summons?—Oh, yes, in many cases.

8424. (*Mr. Whitmore.*) And in those cases the assent of the police is not required?—Nothing to do with it; I was confining myself purely and simply to where a person was deprived of his liberty on a charge of cruelty.

8425. Now turn to cases where the inspector for the Royal Society for the Prevention of Cruelty to Animals is acting on his own initiative?—Yes, sir.

8426. Have you observed any of those cases at all?—They do not come under our notice at all.

8427. Have you not, by accident or otherwise, had an opportunity of observing those cases?—I have heard of the cases in the police court.

8428. You have been in the police court when they have come on?—Oh, yes.

8429–30. Who employs the surgeon, pays him, and selects him?—The Society, sir.

8431. Do you know the men who are employed as surgeons to give evidence?—I know the one who is generally employed at Marlborough Street.

8432. Now it has been alleged here that a great many of those are not in regular practice as practitioners, but lead rather a wandering life, and are not very good men and safe men to trust as witnesses; what do you think about that?—I have no experience about that; I do not know this gentleman's surroundings or where he resides.

8433. You are not able to tell us whether he has a regular practice or not?—I am unable to tell you that.

8434. In regard to these summonses, do you still think, in your division at all events, the inspectors of the Royal Society for the Prevention of Cruelty to Animals do their best to bring out every fact in favour of the cabmen as a good prosecutor ought to do, as well as every fact against them, or do they rather make themselves into plaintiffs, we will say, and partisans?—They are undoubtedly plaintiffs.

8435. In the sense of being rather partisan?—I could not say.

8436. Well, we will put it in this way: have you ever had experience of the capricious and prejudicial exercise of the duties of inspection by these officers?—No, sir, I have not; in my time I have been in the court once when there was a dispute of judgment as between two veterinary surgeons where a case has been taken, and the defendant called his own veterinary surgeon and they differed as to the view of the case.

8437. (*Chairman.*) Do you look with favour on a society, what I might almost term an amateur police society, carrying on its business in London, or do you think it would be better that all summonses of this character should be taken out by the police; have you any views on that?—I have no views.

8438. I will not press you to give any views?—We take cases that come under our knowledge independent of the society, and if a case of cruelty comes under our notice which would not justify arrest, we take process by summons.

8439. I will not press you to give an opinion on the wide question, if you feel you would rather not. I will now read you an answer that has been given to us, and ask you if you know anything about the matter it refers to. It says: "These people" (meaning the Royal Society for the Prevention of Cruelty people) "practise "great cruelty, for instance, we have a piece of cloth, "sir, tight over the joint of the horse's leg, so that he "should not hurt his leg if he struck it; that is termed "a Yorkshire pad. Supposing that horse is put in "the green yard, they leave the Yorkshire pad on all "night, and the next morning when we go into the "yard the horse's leg is very swollen and inflamed. "They point that out to the magistrate as an act of "cruelty." Have you any observations to make upon that?—I have none, sir.

8440. You have not seen that?—No, sir, I have not seen it, or heard it.

8441. (*Mr. John Burns.*) How long have you had special acquaintance with the inspection of animals?—I have had no special acquaintance with it, sir.

8442. Your connexion then with the green yard has been incidental to your discharge of other duties?—Certainly, sir.

8443. Have you ever observed a stoppage of horses in the streets of London by the Royal Society officers?—No more than an isolated case that I have seen.

8444. How many cases in your experience?—It would not amount to more than two or three that I am aware of; I have seen many cases, of course, when the animal has been brought to the station.

8445. Do you consider it would be to the advantage of the horse, the public, the police, and the cab driver if the inspectors now employed by the Royal Society were directly employed by the police?—No, sir, I do not know of any advantage.

8446. Does it not frequently happen that when a policeman has had his attention directed to an alleged case of cruelty by a Royal Society officer, the prejudice that an official must necessarily have to an amateur official prevents justice being done to the horse?—I do not think so. As I explained before, the constable must be satisfied in his own mind; and it does not rest purely with the constable as regards a charge—I am confining myself to charges—because the inspector on duty also who takes the charge has to satisfy himself before he takes it.

8447. That proves rather, does it not, that the Royal Society officer has no legal or official power other than that which an ordinary civilian in the street enjoys?—That is so, that is my opinion, he has no more power

8448. Would it not be better for all parties if the inspection of horses were placed in the hands of qualified inspectors, who had veterinary knowledge plus the police executive and administrative power?—It may be so; I could not pass any opinion upon that.

8449. Would not that prevent what one sometimes sees in the streets, a Royal Society officer stopping either a cab or a waggon horse; the cabman, waggoner or carman excitedly disputing with him on the ground that he has no legal power; and the policeman then having to appear on the scene, and frequently to take sides one way or the other, not so much to settle the case of cruelty but to remove an obstruction to traffic? does not that occasionally happen?—It does occasionally happen.

8450. Would that happen to the same extent if the policeman had the veterinary knowledge plus the administrative power he exercises as a policeman?—I do not know that the opposition would be so strong against the police in the matter.

8451. But in your opinion and experience is there any reason why there should be dual control and responsibility in the inspection of horses?—I do not know of any reason, sir, of course the Society's people have formed their own constitution, I suppose. We have nothing to do with their formation; they have the same power as any private individual; and any private individual seeing any case of cruelty has the same power as a society; we often get the attention of the police called by private individuals to cases of that kind independently of the Royal Society officers.

8452. Do you think that the Royal Society officer who lacks that incentive to good conduct that probable promotion and receipt of a pension always gives to a man is likely to be as impartial as a police officer?—Well, sir, I do not think I ought to be really asked that question. You see I do not know what prospects they have in front of them as regards the Society.

8453. Well, there is not that prospect of promotion with ten or a dozen men that there is in a force of fifteen thousand, is there?—There may be the same per-centage; nevertheless, I am not aware of it.

8454. Do you consider that the veterinary surgeons that the Royal Society brings in are the best type of veterinary surgeons?—I cannot say, sir. The only experience that I have had for some years is now and

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again seeing a man at the station; and being superintendent of the division I do not come so closely in contact possibly as one of my subordinates.

8455. Have you any reason to suspect collusion between Royal Society officers and veterinary surgeons?—No, sir, I have none.

8456. And your experience of the greenyard business does not give you any impression in that direction, does it?—I do not follow.

8457. Let me put it this way. Has it ever come to your knowledge that there has been collusion between the greenyard keeper and the veterinary surgeon for the detention, the profitable detention, of a horse in the greenyard?—No, sir; the veterinary surgeon examines the horse generally in the street and not at the green yard.

8458. (*Mr. Hopwood.*) Just one question. What is the locality of the greenyard in the C Division?—It is situate at the "Haunch of Venison" yard in Brook Street.

8459. In fact, a first-class West End livery stable, I suppose?—Well, sir, the owner is a carman, and has many horses and vans.

8460. I think I know the place, in the Haunch of Venison yard, Brook Street?—Rosomon is the name of the man.

8461. Well, I suppose you would say that the detention of a horse brought from the street into such a place could never be profitable?—I do not follow, sir.

8462. If you have a livery stable keeper, with good cattle on his premises, and a horse is brought off the streets which he knows nothing about, he is not likely to want to keep him there indefinitely with the risk of glanders or some other complaint appearing?—It is a difficult job to get any one in my neighbourhood to undertake it almost at any price. We had considerable trouble to get him to take it at the price.

8463. In some districts in London these cases must undoubtedly be a nuisance?—Undoubtedly, sir.

8464. (*Chairman.*) Superintendent Ferrett, F Division, you come from the country, do you?—I was in the country previous to going to the F Division. That can hardly be called the country. It is Paddington, Notting Hill, Kensington; they are the three districts.

8465. I will ask you just to call to mind the evidence that Superintendent Smith has given, and to tell us whether from your experience you can enlighten the Committee on any of the points which have been asked?—I do not think I can add anything to what Mr. Smith has said, sir. I quite agree with him in all that he has said, and that has been my experience.

8466. You agree, for instance, in his estimate of the general conduct of the Cruelty to Animals Society people?—I do, sir.

8467. (*Mr. John Burns.*) Have you ever had any conflict of opinion with the Royal Society officers as to cases of cruelty?—Never, sir.

8468. Do you think generally, or not, that they are qualified men who carry out these inspectors' duties?—I am afraid I am not competent to give an opinion upon that point.

8469. Why not?—I have not sufficient experience of them.

8470. But if you have sufficient experience of horses under your police power to stop a case of cruelty in the street, surely you ought to be able to express an opinion as to whether the Royal Society are equally qualified?—I do not see any reason why they should not be equally qualified. But I know my own men; I do not know these men; I do not know what their history has been or anything about them.

8471. Have you heard any instance of their incompetency—a lack of qualification?—I have not, sir.

8472. Do you consider generally that they are qualified?—Well, I should not like to express an opinion; as I said just now, I cannot express a definite opinion upon that point.

8473. Would you favour the appointment by the police direct of fully qualified veterinary inspectors?—It is a question of administration; I do not think I should recommend that, sir.

8474. But, why?—I do not think that there are sufficient cases to warrant that, so far as the police are actually concerned.

8475. But if there are sufficient to warrant the appointment of six, eight, or ten Royal Society officers in London, surely there are sufficient, in the event of their not being employed by the Royal Society to warrant the same number being employed by the police?—Yes, sir; but I do not know anything about the constitution of the Royal Society, and what induces them to appoint the number they do appoint—what work they have to do, and what they are required to do.

8476. But assuming there is a necessity in London for 6, 8, or 10, or 12 inspectors for vehicular horse inspection, would you not prefer that they should be police inspectors rather than Royal Society inspectors?—I would, so far as we had any connexion with them, sir. But in regard to the Royal Society's officers, as Mr. Smith has said, they are like private citizens; the Act of Parliament gives them the power to act themselves, and I think that so far as I can give an opinion it would not be worth much.

8477. But have you not ever regarded it as an encroachment upon police duties for an amateur society with its officers to come in and do that which primarily falls upon the police?—I do not think it does primarily, if you will excuse me.

8478. But just as much as the detection of crime under the law?—Yes, but the Act of Parliament in this case is very special, that a private individual shall have the same power as the police officer; that is to say, if a person sees a case of cruelty he has a right to take a prosecution the same as a police officer.

8479. But then that applies to theft and other offences It stops short of the power of arrest which the Society do not enjoy in this case. You do not think, then, there is any harm from the continuance of that dual system?—I do not think so, sir, as far as my opinion is worth anything; if you start that you would have to do away with the Society for the Protection of Women and Children and other societies. And there are so many of these societies, and you could not draw an invidious distinction between them and this one.

8480. There is the converse of that; the multiplication of these societies may lead to the police force being entirely an amateur organisation?—I do not think it is likely to become that at all.

8481. (*Mr. Hopwood.*) Have you more than one greenyard in the F Division?—Yes, sir, two.

8482. Will you tell us where they are, please?—They are both at livery stable keepers, sir. One is at Mr. Howe's, a cab proprietor and livery stable keeper, Stanley Mews, Paddington Green; the other is Mr. John Robinson, job master, King Street, Kensington.

8483. And will you give us the price, which they respectively charge per week and per day?—Per day, sir. Cattle and horses, per head, 1*s.* 6*d.* That is the first day, sir; after the first day, 2*s.*; sheep and pigs, per score, 5*s.*; that is per day. After the first day, 7*s.* 6*d.*

8484. Then there is a great difference in the charge which is made, and the charge apparently varies with the locality in which the green yard is situated?—Yes, it does, sir.

8485. When you are in Brook Street, the charge is 6*s.* day and night; when you are in Paddington Green, it is 1*s.* 6*d.*?—Yes, sir. These charges, that I have read out now, are, I may say, the general; and Mr. Smith's are the exceptional. But there are others. I have got another case here. When I was in the M Division at Southwark, we could not get any one there to take the first day under 2*s.*, that is only 6*d.* difference; and the second day, 2*s.* 6*d.*, that is only 6*d.* difference to the general charge.

8486. And you take the view that the necessities of administration impose upon you the obligation to find a place to put these horses, and you have to pay practically what is asked?—Yes, sir. But we, I think, almost invariably get an agreement, and the charges, I take it, are very reasonable—those that I have read out.

8487. Are you satisfied, from your experience, that the livery stable keepers, carmen, or cab proprietors, who put up these horses, treat them fairly and reasonably in return for the money which is paid?—I

have every reason to believe they do, sir; and we frequently visit—at least, the inspectors, sergeants, and constables do—and the inspectors report monthly to the Commissioner that he has inspected the green yard and found it satisfactory and suitable for the reception of animals.

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The witness withdrew.

Adjourned till Tuesday at 11 a.m.

SIXTEENTH DAY.

Tuesday, 31st July 1894.

PRESENT:

Mr. F. J. S. HOPWOOD, C.M.G. (IN THE CHAIR).

Mr. E. H. BAYLEY, M.P.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.
Mr. C. A. WHITMORE, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

Mr. JOHN COLAM, Secretary to the Royal Society for the Prevention of Cruelty to Animals, called in and examined.

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8488. (*Chairman.*) Mr. Colam, you are the Secretary to the Royal Society for the Prevention of Cruelty to Animals?—Yes.

8489. How long have you held your position?—34 years.

8490. Will you tell us something about the constitution of the society?—Yes, the society consists of annual members and life members, and it has branches throughout the country, about 100 branches.

8491. Is it incorporated in any way?—No, not incorporated.

8492. But you have received at some time or other the right to apply the term "Royal"?—Yes, from the Queen, in the year 1846.

8493. What are the objects of your society?—The prevention of cruelty to animals by the enforcement of the statutes, and by the spread of knowledge, and by the teaching and training of children in schools and families to be kind to animals.

8494. No special legislation has been passed to enable you to carry out those objects?—None.

8495. You simply prosecute under the ordinary law?—Certainly.

8496. And in all parts of the country you take up prosecutions?—In all parts of England and Wales.

8497-8. How many prosecutions do you undertake in the course of the year?—I have taken four years in this paper, which shows that in the year 1890 we had 5,890 convictions.

8499. Convictions?—Yes. In 1891 we had 6,404 convictions; in 1892, 7,632 convictions and in 1893 7,548 convictions. I have totalled that, because I thought you might compare it with the convictions in London into which you are inquiring; there are 27,474 convictions.

8500. Now can you give us the number of prosecutions?—Yes, I think I can give you that; we have estimated the number of dismissals at 2½ to 3 per cent.

8501. Can you make an apportionment of those convictions and tell us how many there were against cab drivers and cab proprietors in London?—In London; I have got it all here for you, but not generally throughout the country.

8502. No, we are concerned with London only?—Will you allow me just to follow the lines that were laid down to me in the letter which I received?

8503. By all means?—During the 34 years that I have been secretary I have noticed a great improvement in the condition of cab horses. I think I can show it to you in these words, that when we had only four officers in London—we had only four when I first came to the society—and two only were engaged in cab and omnibus work in London, it was the easiest thing in the world for them to find a case of cruelty within an hour of commencing duty. Now that we have upwards of 20 officers in London, we do not average much more than one a day.

8504. One case of cruelty a day in the metropolitan area?—In the metropolitan area.

8505. (*Mr. Bayley.*) Is that against cabmen?—I am speaking of cabmen only, not of omnibuses. There is a reservation which will be needed in that general remark of mine as to the better condition, and that is with regard to night cabs, which, in my opinion, are no better than they were years ago.

8506. (*Chairman.*) Then may I put it to you in this way, that the prosecution a day is as a rule a prosecution of a night cab?—Yes, they are the residuum, you may call them, of the cab horses, the animals which must not be seen generally in the day time, which are too bad to look at, and which are kept therefore for night work. I may say I am speaking generally—of course there are good horses at night—and the majority of the convictions against cab owners and cab drivers are of those horses that are used in cabs at night.

8507. Then it follows from that that your 20 inspectors are on duty at night, or a part of them?—Yes, that is to say, amongst the 20 there would be a good many of them that would be engaged on inquiry work; but we always have five or six officers every night out on cab work.

8508. Can you give me—I do not want to destroy the train of your thought at all—but if it will not do so, can you give me a sketch of the way in which they go about their duties?—I have got it here further on. The next question that I was asked was from whom the society receives complaints of the cruelty, and the action it takes thereon. Well, the cab cases that yield convictions are generally found by the officers, but the public, nevertheless, report thousands of cases which on investigation are not found to be offences at all.

8509. (*Mr. John Burns.*) Can you hand in the number of communications from the public?—I cannot.

8510. Have you not a list of them?—I have not a list, no.

8511. The reason why I asked that is this: you tell us that cab cases average about one per day?—Yes.

8512. You also tell us now that you have thousands of communications from the public, making complaints or sending on allegations of cruelty in certain cases; have you not a list of these?—No.

8513. Not a summarised list?—No.

8514. Have you not kept a list?—No, many of them are not worthy of being put down on a list.

8515. But surely you might have compiled one in the office as some evidence of the interest the public take in your work?—Every letter that comes is answered, but many letters and verbal complaints are

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really not worth tabulating or putting into our accounts, except when there is some little *primâ facie* case of cruelty in the letter.

8516. But is it not customary for an office of any society to compile a list of *primâ facie* cases?—We do.

8517. Well, what is the number?—Well, I cannot give you the number because we have not referred to it; it is too long a piece of business. I can give it to you if you wish it, certainly.

8518. The reason why I asked that is that your statement of one case per day for cabs, which furnish the widest field of your operations, seems to me to be irreconcilable with the statement that in the course of the year or over a certain period you receive thousands of complaints?—I did not say in the course of the year thousands.

8519. There was a period?—I was speaking generally. The public report thousands of cases. I did not refer to a year. I wanted to show how the public do take an interest in the work of the society; they do write to us. I cannot tell you how many cases we have had in the course of the four years, but I can tell you how many letters we have had which have led to an investigation. That I can do, and I will have much pleasure in doing it.

8520. (*Chairman.*) Will you go on with your statement, Mr. Colam?—The reason why these cases are sometimes not found after investigation to be cases which can be prosecuted—I am now speaking of the cases which really are investigated—is that the spectator has seen a horse, say, going lame, and he concludes at once that the horse is in pain, whereas lameness is not an indication of pain always; there may be lameness without pain, but there is always a pain where the lameness is what is called "acute lameness," where there is inflammation or heat in the part which is affected, and that is the reason why the public make mistakes very often, and when we go to examine the horse we find that though the animal has got a stiff joint, limps slightly, and things of that kind, just as we have very often, the work may be done without any pain. Then again with regard to thinness, people think sometimes that a horse is being starved, or that it is being overworked, when really the thinness arises from the breed rather than from anything else. I thought perhaps you would like to know that military men are frequently correspondents of the society, and they are pretty good judges of horses. Then amongst others we have dismissed drivers who come sometimes and complain about the horses while they have been at work, and you can clearly see that there may be a wrong motive there at all events. We inquire into those cases as well as the others. Then, the next question that was put was: "The number of drivers and owners convicted during the last four years within the metropolitan area by the action of the society under 12 & 13 Vict. c. 92., stated separately."

8521. What is that Act?—That is the Act for the more effectual prevention of cruelty to animals, the general Act; there are several supplementary Acts and other things, but that is the general Act, and the principal section is the second section. I will leave with you a "Return showing the number of convictions obtained by the officers of the R.S.P.C.A. against cab drivers and cab owners within the metropolitan area." I mean by the metropolitan area the police area.

8522. (*Mr. John Burns.*) Twenty-two miles?—Yes—— "during 1890, and 1891, 1892, and 1893."

A RETURN showing the NUMBER of CONVICTIONS obtained by the OFFICERS of the R.S.P.C.A. against CAB DRIVERS and CAB OWNERS within the METROPOLITAN AREA during 1890, 1891, 1892, and 1893.

Year.	Convictions.	Drivers.	Owners.	Police Courts.	Petty Sessions.
1890 -	144	73	71	135	9
1891 -	194	83	111	173	21
1892 -	327	148	179	293	34
1893 -	318	152	166	255	63
	983	456	527	856	127

8523. What of?—Of cabs; this is of cabs, 73 drivers and 71 owners, 135 of which were heard at the police courts.

8524. You say there were 73 cab drivers and 71 owners; am I to understand that that is a duplicate charge?—Yes, certainly.

8525. But it is practically one case, is it not?—No, it is this. When a man is found driving a horse in an unfit state he is proceeded against because he has committed an offence, and then the owner is proceeded against for causing, so that you see there are two convictions in such cases as that.

8526. But 142 of these 144 cases I gather were really 71 double-barrelled complaints against the driver and the owner also?—Certainly.

8527–9. We want to get at the actual figure?—Yes, certainly, and 135 of those were heard at police courts and 9 at petty sessions.

8530. Then does the same remark apply to 1891?—Yes, precisely.

8531. (*Chairman.*) With regard to the 1891 figures, where the offence is not what Mr. Burns calls a double-barrelled offence; are they cases of cruelty by owners discovered during inspection of the premises, by seeing the horse in the yard, or how do you get at them if the horses are not in the cabs?—Oh, we invariably find them at work; 111 being a higher number than the number of drivers might strike you, perhaps.

8532. That is the point of my question?—Those are the cases in which the magistrate has let off the driver, although as a rule we never press a case so much against the driver; we try to get it against the owner as much as possible. Shall I take the next year now?

8533. Yes, please?—In 1892 there were 327 convictions. I will explain to you the reason of that increase.

8534. (*Mr. John Burns.*) Was not that the farcy and glanders year?—Oh, but neither farcy nor glanders would come in; we hand those over now.

8535. No, but was not 1892 the year in which horse-flesh generally was prevalent to disease and poorness of condition?—Yes, I think you are quite right, then there were 148 drivers in that year and 179 owners.

8536. (*Chairman.*) Then you propose to give your explanation?—I will on giving the next item, please, because it applies to both.

8537. Yes?—In 1893 there were 318 convictions, and 152 drivers and 166 owners. The explanation is this: that public opinion demanded that the society should be more at work and more active, I think the magistrates felt the necessity of encouraging the society's officers—they encouraged me at all events to put more men on to that particular kind of work.

8538. (*Mr. John Burns.*) In what way did public opinion manifest itself in that direction?—By letters in the newspapers.

8539. Were they signed letters?—Well, sometimes they were, and sometimes by a *nom de plume*.

8540. Were not a good many of those *nom de plume* and anonymous?—Oh, yes.

8541. Particularly in the "Telegraph" and "Times"?—Yes, and the "Echo" sometimes.

8542–3. Can you give us the proportion of signed and anonymous letters?—That is impossible.

8544. Is it not one of the duties of an officer connected with a public society like yours to tabulate the number of letters and the number of complaints, and those signed and unsigned?—Letters in the newspapers are about the last thing I should take notice of; many are the greatest rubbish, and there is nothing in my opinion more silly than some of the correspondence in newspapers on the subject of cruelty to animals.

8545. That is a very strong and a very significant admission on your part?—And yet we have 7,000 convictions, sir; there is no lack of work.

8546. If you say that in deference to public opinion you have been compelled to take action, and that public opinion has expressed itself through letters anonymous and signed, surely you would not apply the same remark to those?—That was quite a different question.

8547. Not at all?—You put the question to me whether I tabulated these things; that is a different thing altogether.

8548. (*Chairman.*) Will you now go on with your statement, Mr. Colam?—That comprises the number.

8549–51. That deals with the convictions?—Yes; may I just mention that I can give you the number of general convictions in the metropolitan area, in the same way—the general convictions beside the cab ones, and you can compare the two if you like.

8552. Very well, you had better put it in?—Yes, I will. For 1890 there were 976 general convictions as against 144 for cabs.

8553. (*Mr. Bayley.*) Do the 976 include the 144 or are they independent?—They include the 144. In 1891 there were 1,308 general convictions as against 194 cab convictions. In 1892 there were 1,288 general convictions, including 327 cab cases. In 1893 there were 1,229 general convictions, including 318 cab convictions. That makes a total in the metropolis of 4,801 general convictions, as against 27,474 right throughout the country. I will leave all these papers with you, if you please.

Aggregate of Convictions.

Year.	No.
1890 - -	5,890
1891 - -	6,404
1892 - -	7,632
1893 - -	7,548
	27,474

London Convictions.

Year.	No.	Cab Cases.
1890 -	976	144
1891 -	1,308	194
1892 -	1,288	327
1893 -	1,229	318
	4,801	

8554. (*Chairman.*) Can you give us under this head the number of summonses which fail and are dismissed?—No, I have not taken that, because we take an average of the year, and I thought the average would be enough for you.

8555. Can you give us any estimate?—Yes, sir, from 2½ to 3 per cent. are failures. I have here—if you would like to have it—a proof of the new report, which might be useful to you. I will send you a full report in the course of this week; but I can just mention it to you now. It is the analysis of convictions obtained during 1893 in respect of horses and all the various animals, and what was the particular kind of cruelty.

8556. We should like to see a copy or two or even more, but of course we cannot put them on the notes?—I will send you a dozen, sir, if you please.

8557. Thank you. Now can you go on to give us an account of the causes to which you ascribe the failure of your prosecutions?—The next question I have, if you will allow me to say so, is, whether in cab cases the large masters commit the cruelty or the small masters. Well, our experience is that in three out of four of the cab cases the cruelty is committed by men of small means, men who are called little men, who have from two to ten horses. In the first place, they are too poor to buy good horses; frequently they buy horses for 2*l.* up to 5*l.*, and you may be sure that sooner or later, with a little work, those horses become unfit.

8558. Do you say that your society is able to reach all cases of cruelty which occur in the London streets?—No, sir; that I will come to. I am glad that you have asked the question, because I want to show you that we can do very little. Wealthy men have better stables; they buy better horses; they have horsekeepers to look after them; they have better food and they have better drivers as a rule, except in some cases where the men are poor and look after their own horses: and then of course the drivers are very good. There are several men in a large way of business against whom we have never had a complaint since I have been secretary, and that is 34 years. That does not apply to one or two cases in which there have been public companies, where we have been obliged to prosecute.

8559. (*Mr. John Burns.*) On that point, Mr. Colam, do you publish in your report without mentioning names the trades of those against whom you have taken action? For instance, you give for a certain year, say 1891, a certain number of cab cases; would you publish in your report that so many cab drivers were proceeded against, so many mail-cart drivers, so many general carriers, so many omnibus drivers?—No; if you think it would be desirable, I should be very glad indeed to mention that to the committee and carry it out. We have never done it; our analysis consists of the animals which have been ill-treated, and the manner in which they have been ill-treated.

8560. But do you not in any way grade them?—No, not in regard to the trades.

8561. (*Mr. Bayley.*) But you have done so in the case of the cab drivers, because you have given us the figures?—I have looked through the books for the purpose of getting out cab cases for you, that is all; but Mr. Burns asked me whether we published it in our report.

8562. (*Mr. John Burns.*) It is very difficult to judge the importance of the statement unless it can be made comparative?—There are many conditions to be considered, and the result would be useless for a comparative view; you could not carry that out in connexion with cab drivers without naming the number of drivers.

8563. If we knew the number of omnibus horses that were employed in London and the number of cab horses, we would be able to gather as to the decrease of cruelty of the drivers of each, or kindness?—I think there would be a good many questions come into it, sir.

8564. Still——?—Yes, if you think it should be done, I will mention it to the committee.

8565. (*Chairman.*) What is your next point?—The next is this: that with regard to the cab cases we do not lose more than one per cent. as against the drivers—I think we may say that—but as against the owners, perhaps, we lose two per cent.; and that arises from the difficulty that there is in proving cases of causing. What I call the certainty of punishment when these cabmen are overtaken is really a strong deterrent, no doubt.

8566. Are you prepared to tell us the causes which lead to failure?—Yes, I will; that is my next point. I may tell you that during the four years we have never lost any cases on appeal against the decisions by magistrates. The convictions have always been affirmed.

8567. Under what circumstances is there an appeal—when there is a sentence of imprisonment without the option of a fine?—When the conviction and costs are more than 40*s.*, the Act provides; but I think, as you stated, that it is generally when there is imprisonment without the option of paying a fine.

8568. Then you never lost a case on appeal?—During the four years.

8569. But you have lost cases in the police court?—Yes.

8570. And to what do you ascribe the failure there?—Well, sometimes witnesses have refused to come up; sometimes witnesses are stupid in the box, make statements different from what they made to us; and sometimes—I am sorry to say it—we think they have been tampered with. Then, there is the difficulty of proving "causing;" it is easy enough to prove a case of cruelty against the man driving the horse and cart, driving a horse in a bad state, but it is much more difficult to prove that the master knows that it is in that state and sends it out.

8571. Then I rather gather from your answer that failures upon your summonses arise as a rule in those cases in which your inspectors do not inaugurate the prosecutions?—Oh, no, there is no one allowed to lay an information without a direction from me.

8572. I do not think that I make myself quite clear to you. You say that cases fail in the police courts because the witnesses do not come up to the position that you anticipated when the information was laid?—Yes, sir.

8573. But that I assume is not and cannot be the case where the information is laid by one of your own official inspectors?—Certainly not, sir; our officers do not fail in that respect, it is where the evidence is mainly that of some private person, and we always

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examine the animal and on finding it is in a bad state primary information, using the private individual as a lay the witness.

8574. Then I take it, that very few cases fail in the police courts where the information has been laid by one of your duly appointed inspectors?—Well, I think I may say that it is very seldom that anything of that kind occurs.

8575. Do you recollect a case of failure?—No, I do not know one.

8576. And you would of course ascribe that to the care and good judgment which is exercised by your inspectors before they apply to you for leave to lay an information?—Certainly; and the training also of the men, which I will come to by-and-by in the last part of the case. Then there is also this, the fact that veterinary surgeons are frequently called to oppose, and the magistrate has to take into consideration the evidence of veterinary surgeons on both sides. Then it is a matter merely of doubt, and then he says, "I will give the benefit of the doubt." Then sometimes horses are moved away to prevent examination by experts which the society might send in. Then there are some cases which I might mention in which a magistrate says, "Now, you have not asked me for a summons against "the owner in this case; I wish you to take out a "summons against the owner." If we say we have not any evidence against the owner, he says, "Now, mind you bring him here." I suppose it is the object of the magistrate more than anything else to give him a lecture, if he cannot convict him. I think that causes failures. I have given you all the causes that I can think of. Then the next question is with regard to our work not reaching all offenders whose avocation extends to the streets of the metropolis and whose work is continued day and night.

8577. You say you can do comparatively little to grapple with the vast amount of cruelty that exists quite apart from the cab trade?—Certainly, but particularly with the cab trade.

8578. Well, tell us why?—In the first place, what can a few men do in a place like London, where there are thousands of miles of streets, and where the animals are at work night and day in the streets? Take the 20 officers that I mentioned to you and plant them here and there, and see how insufficient that is. It is true that the police are everywhere, as it were, so that they are frequently in communication with our officers and help us. They let us know of cases sometimes, or they proceed themselves.

8579. Just let me put a question there. Why should they let you know of cases; have they not quite as good a position as yourself to institute proceedings?—To institute proceedings, but not to understand and discriminate. What does a policeman know about a horse? Your experience, I am quite sure, will tell you that he knows nothing, as a rule, except he sees a great wound under the collar. "There," we always tell the police, "you can do just as well without us as with us."

8580. What do your inspectors know about horses unless they call in a veterinary surgeon?—I will tell you presently.

8581. (*Mr. John Burns.*) It would be interesting for Mr. Colam to furnish us with a list of the total number of cases out of his report, and the proportion of those cases that have been communicated to his officers by the police, and how many of those, if any, lead to convictions?—I should have to go through the whole of the reports of our officers for four years to do that; the communication is made verbally in nearly every case.

8582. Does not your officer tabulate them?—The officer reports that police so-and-so told him so-and-so.

8583. (*Chairman.*) Perhaps Mr. Burns would be content with a year?—With one year.

8584. (*Mr. John Burns.*) I should be content with a month, last month. Can you tell us the proportion of complaints that have been made by your officers to you, and out of that number what were police cases?—Certainly I will do so.

8585. Can you tell us offhand, now, what is the proportion?—No, I cannot, indeed. I should be very sorry to venture.

8586. Is it 25, 30, 40, 50, or 60 per cent?—I would not venture on the figures.

8587. (*Chairman.*) The nature of the cruelty proved against offenders?—Yes, sir. Well, as regards the owners, the cases that come under our notice are wounds under harness, acute lameness, worn-out animals that are decrepit, weakness or emaciation caused by under-feeding, by disease, by neglect, by withholding proper or sufficient food, by bad stables, by overwork and want of rest. Then as regards the drivers, I am glad to tell you that we have very few beating cases indeed. I think it is because the public eye is upon them, and they would not think—I am speaking generally now—of doing any violent beating except where they were pretty safe. I think very likely, too, some of them are just as good as we are, and would consider their horses as much as we should ourselves.

8588. (*Mr. John Burns.*) Am I to gather from that observation, Mr. Colam, that generally speaking the drivers, not only of cab horses, but of other horses in the streets of London, do not publicly beat their horses to the extent that they did?—Oh, no, nothing like what they used to.

8589. That they are much more kind?—Nothing like what they used to be.

8590. And you think public opinion in itself is a factor towards that result?—Certainly I do; I am sure of it. The cruelty of which drivers are convicted is in working horses that have got wounds under harness, or that are lame, or that are worn out and emaciated. As I have stated, there the magistrates always say that it is just as important to teach drivers that they must not break the law as to teach masters that they must not, and if drivers would only cease to work horses under those circumstances there would be no cruelty.

8591. (*Chairman.*) I should like to put a general question to you. I gather from the tone of your evidence that you feel that there is a great deal of cruelty practised, but that so far as the scourging of the horses—as the cab drivers call it—is concerned, that has diminished?—Very much diminished, sir.

8592. The cruelty is in other forms?—Certainly, sir.

8593. What is your individual opinion from the long experience of the office you hold of the condition of the London cab horses at the present time?—I have said that at the first, sir, I think that it has very much improved.

8594. He is a well-treated animal?—It would be difficult to generalise to that extent.

8595. (*Mr. John Burns.*) Except at night?—At night, that is the reservation. These are my words, "Speaking generally, cab horses at the present time "are in better condition than any time during the "last 30 years." I am sure of that, and I think I might say, although it has nothing to do with your inquiry, that they are very much superior to the cab horses in Paris.

8596. (*Chairman.*) We are glad to hear it. Now you wish to tell us something as to the effect of this privileged system on the condition of horses?—Yes, sir. Well, as far as we are able to judge we think that privilege does not lead to cruelty generally.

8597. (*Mr. Whitmore.*) You mean the system of privileged cabs at railway stations?—Yes, sir, that privilege does not lead to cruelty, but that it fosters abuses in some cases.

8598. (*Chairman.*) Tell us why?—In the first place it provides a refuge where bad horses may be hidden.

8599. Do you mean in the stations of the railway companies?—I mean that exactly; but I do not think it applies to any railway thoroughly, except to Victoria.

8600. (*Mr. John Burns.*) But is there not the converse of that? You say that privileged cab yards afford a refuge for bad horses that otherwise would not be used?—In one case it fosters these abuses, in one case I can give you.

8601-3. But would it not also, given omnipresent powers of inspection, rather be a means of detecting horses?—No, not in this case, because our officers are driven out. I am going to tell you that our officers are not allowed to go there, but in the Great Western, in the Midland, in King's Cross, no officer of the society has ever been asked to leave the yard, but at Victoria, the Brighton Railway, which is a nest of cruelty in regard to the horses, our officers are uniformly driven out.

8604. (*Mr. Bayley.*) Then really your reason for saying that this system possibly gives facilities for cruelty is that in the case of one station your officers are not admitted?—That is just what I said, sir; I said in some cases; that is all I said, and I particularised Victoria.

8605. (*Chairman.*) Well, your statement regarding Victoria is a strong one; you say it is a nest of cruelty. I must ask you for some further particulars in regard to that.

8606. (*Mr. Bayley.*) Does that apply to the Chatham and Dover as well as the Brighton side?—No, sir; it is only on the Brighton side. Our officers are allowed to go into the London, Chathan and Dover stations and examine the horses, and we think it very desirable that they should do it, because then the animals can be examined before they take on their loads and their fares, and passengers do not become disappointed after they have got inside and find they have got bad horses, especially when our officers outside are obliged to stop a cab when they are on their progress home. Of course it causes a great deal of vexation and annoyance.

8607. (*Chairman.*) You are not admitted into Victoria?—We are not admitted into Victoria.

8608. (*Mr. John Burns.*) What is the reason alleged?—The constables there have received instructions from the superintendent—it came out in evidence—to exclude our men; we know no more than that. It also came out in the evidence that the superintendent was on visiting terms with the largest of the cab owners whose cabs go to the station.

8609. (*Chairman.*) Does the same observation apply to London Bridge?—No, nor to any other station.

8610. It is peculiar to Victoria?—It is peculiar to Victoria. That is the reason I say that it fosters abuse.

8611. Then your suggestion must amount to this, that the state of things at Victoria is not the fault of the directors and general manager of the company, as the same thing does not arise at London Bridge; it is the fault of some subordinate official?—I am quite aware, sir, that saying this does not go against the question of privilege really, only against the manner of enforcing it.

8612. Yes, but that is hardly an answer to my question. You put it to us that the difficulty that you have at Victoria must be, not the fault of the company, but the fault of some subordinate official at that particular station?—Yes, sir; I do not know any more than that.

8613. (*Mr. Whitmore.*) Have your inspectors watched the horses as they come out from that station?—We are obliged to do that, sir; we are obliged to put them all round; we are obliged to stop the cabs, and when someone who has come from the Continent and perhaps is very anxious to get home, finds he must not go any further, but must get out and obtain another cab, you can clearly see the annoyance that would be caused.

8614. (*Chairman.*) Can you give us any particulars of the cases, the number, the class, and so on, which your inspector has had to deal with outside Victoria Station?—A great many, sir.

8615. And it is because they have had to deal with a great many that you say Victoria is a nest of cruelty?—That is the cause, sir.

8616. (*Mr. Bayley.*) What kind of cruelty?—Unfitness, lameness, a general unfitness of the horse, that is all.

8617. (*Mr. Whitmore.*) The fact that your inspectors have observed those cases as the cabs come out of Victoria Station really shows that the privilege system there cannot preclude inspection by your officers?—They cannot go inside to do it.

8618. Not inside, but you detect the cases as the cabs come out?—Suppose an officer stops a cab, and while he is engaged examining that horse another cab comes rushing by, another cab, and another cab, three or four perhaps in that bad state, they just escape him because he is engaged on that cab; it is not like the inspection on the rank inside a station.

8619. (*Mr. John Burns.*) Have you a list of cases detected by your officers outside the Brighton Company's Railway Station at Victoria during the past 12 months?—I think I can give you one; I have not got it here.

8620. Roughly, how many cases have they disclosed?—I cannot tell you; I have not taken these cases, have merely taken the cab cases generally.

8621. (*Chairman.*) Have you one or two inspectors posted on the ground there?—Generally two, sir.

8622. Is the work detailed to two men, or is it interchangeable among all the members of your staff?—Oh, it is interchangeable, because, assuming a man has a case in court, we must send another man.

8623. (*Mr. Bayley.*) Have you access to all other stations?—Yes, never kept out of any one.

8624. It is a means of fostering abuse?—It is a means of fostering abuse; it is a means of facilitating abuse. If it is a monopoly, and it requires supervision, and you do not allow that supervision in the stations, it appears to me that it must be so.

8625. (*Mr. John Burns.*) Have you directed the attention of the Commissioner of Police to the fact that your officers have been refused admission to Victoria Station?—The police are refused also.

8626. Have you directed the attention of the Commissioner of Police to the fact?—We have not. I do not think he has anything to do with it; but we have of the company.

8627. Are the police officers refused admission?—Yes; the contention is that the station is a private property and not a public place within the meaning of the law.

8628. But do you know whether, in spite of your officers being excluded from Victoria Station, the police have made some attempt to inspect the horses?—I do not think they have; I have never seen a policeman inside there. I go there every morning and night and I have never seen a policeman there at all.

8629. Have you ever known a police officer take horses outside Victoria Station for cruelty?—Our men have frequently called police officer to help.

8630. And you will hand a list of such cases in?—I will.

8631. The number of cases taken by your officers?—Outside cases.

8632. And the number handed on to your officers or taken jointly with the police?—Yes, jointly with the police. May I just say this, that in one case—to give you a case now—an officer of the society was about to proceed along the platform at Victoria Station to speak with a cabman who was on the rank respecting a case of cruelty which had occurred, the name of the driver was not known to him——

8633. (*Chairman.*) Which had occurred in the open streets?—Yes, which was a subject of inquiry, at all events, to put it that way, and when he got on the platform the man who was called the inspector there of the railway constables—who are not sworn officers, as you are aware, and who cannot arrest themselves—rushed up to him, and said, "Where are you going?" and he told him. He at once laid hands upon him. In consequence of that assault we took this man to the police court; Mr. De Rutzen heard the case and fined him a guinea, and gave him a sound lecture. That is just one case only; I just put the case down here so that I might explain that to you.

8634. (*Mr. Lough.*) What date was that?—I should think that would be about a year and a half ago. My son, who is a barrister, conducted the case before Mr. De Rutzen, and the contention then was argued out that this was not a public place. I think Mr. De Rutzen was of a different opinion.

8635. (*Chairman.*) Have you any more to say on that head, Mr. Colam?—I have got here a note that we have more cases of cruelty coming from the cabs at, Victoria, the Brighton railway station than from any other station—many more.

8636. Although you have no means of getting into the station to ascertain the facts?—Quite so, yes.

8637. (*Mr John Burns.*) Do you think that, as the Brighton Railway Victoria station furnishes to you a disproportionate number of cruelty cases, your officers' faculty of inspection is whetted by the fact that they cannot get near there or inside?—Do I think they do not tell the truth?

8638. No, I did not put it that way. Do you consider that the fact of your officers being excluded from Victoria station induces them to be more vigilant in regard to horses coming out of Victoria Brighton station than

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they are at other stations?—Well, of course, our officers are human beings, and so far there may be something in it, but at the same time they are sent there to perform their duty in consequence of what I see myself, and, a good deal, of what cabmen have told me, for instance, a remark of this kind: "Your men should be "there at 7 o'clock in the morning," or "They should "be there at 12 o'clock at night," or "They should be "there before 8 o'clock in the morning," or something of that kind, "and just watch the cases as they come out of the yard." Well, that has led me to plant the officers and say to them, "Now then, be very careful, "and watch there for certain horses."

8639. But, generally speaking, the fact of your being excluded from Victoria has not diminished the vigilance of your officers at that station?—It has not diminished it.

8640. It has increased their vigilance?—I daresay it would.

8641. (*Chairman.*) Have you made any arrangements for your officers to be accompanied to that place by a veterinary surgeon?—Well, occasionally we have. I should like to show you a comparison on this point, please, between Victoria Station and Waterloo. The men at Victoria pay 3*s.* a week for their privilege; there we have, as I have told you, a great deal of cruelty. At Waterloo, the men pay a penny each time they go in. Anybody may go, but he has to pay a penny, which is for the standing ground there, to cover expenses, I suppose, and I mean to say this, that, talking about privilege and no privilege, Waterloo compares wonderfully well with Victoria, not only with regard to the cases that we find, but also with regard to the assistance rendered to us by the railway officials, and especially the railway constables at Waterloo, where we have been frequently helped by them. I thought I might just tell you that.

8642. (*Mr. Bayley.*) How does Waterloo compare with King's Cross?—I do not know; I cannot tell you that. I only brought this as a case of privilege or no privilege.

8643. But why have you made a comparison between Waterloo and this nest of cruelty?—Because that is called an open station, sir.

8644. Why have you confined your comparison to Waterloo and Brighton Victoria, which you say is an exceptionally bad station, a nest of cruelty?—Because that is a case of privilege.

8645. They are all privileged except Waterloo?—Except Waterloo; that is the reason I give it you.

8646. (*Chairman.*) Mr. Bayley is anxious that you should compare like with like; a privileged station, Victoria say, with another privileged station?—Oh, would you like to say another station?

8647. (*Mr. Bayley.*) I will suggest between Waterloo and King's Cross?—That is privileged.

8648. I want a comparison as between a privileged and an unprivileged?—I have given you that.

8649. You have only spotted one single station, which you say is an exceptionally bad one?

8650. (*Mr. John Burns.*) Well, take Paddington?

8651. (*Mr. Bayley.*) I suggest King's Cross in addition?—Very well, the two.

8652. (*Chairman.*) Upon this question of privilege has your attention ever been drawn to cases of overwork of horses from having to travel longer distances than they should during the course of the day, say from station to station with a fare and back again empty?—I am afraid I could not say anything with very great distinctness on that point, because we only speak of the condition in which we find the horse from whatever cause it arises, we only say, "Here is a horse which is overworked." "Here is a horse which is distressed." In all such cases, of course, we have veterinary surgeons to give evidence.

8653. Then we pass on to the next head in your evidence, the measures which you suggest to the Committee should be taken to abate cruelty to cab horses?—The measures that I have thought of, sir, are that more cab inspectors should be provided, that is, if they are able to discriminate between good horses and bad horses. I am not quite sure that they are able to at present.

8654. Do you know what the powers of the police with regard to the inspection of horses are at present?—They have the same powers, I presume, as we have, only they have additional powers, being constables.

8655. (*Mr. John Burns.*) But you and your officers have no power other than that enjoyed by an ordinary civilian, have you?—Not any more.

8656. Absolutely none?—Absolutely none.

8657. The police have more power?—Certainly, being constables.

8658. They have power of detention and arrest?—And arrest, and they have protection in the event of failure after arrest, which we have not got.

8659. Have you ever striven to get increased powers?—Oh, yes.

8660. Have you succeeded?—No, sir, we have not.

8661. Why have you failed?—Because I suppose there is an objection to private individuals being empowered to act as constables. In the United States every officer of every society throughout the whole of the States is a sworn officer.

8662. (*Mr. Whitmore.*) How have you attempted to get these additional powers?—When Colonel Henderson was the Chief Commissioner and also when Sir Charles Warren was, I applied that our officers might be sworn; in some towns we got them sworn by the watch committees.*

8663. (*Mr. John Burns.*) Can you give us the towns?—Yes, I can give you the towns where they are sworn.

8664. (*Chairman.*) Is that the only measure you have to suggest to us, Mr. Colam?—Not at all. We think cab inspectors should be increased, because there are only about five cab inspectors in the whole of the metropolis, and they ought to have a special training. That is indispensable, as you will see, when I tell you what our officers' training is. The reason is that the value of an opinion depends upon knowledge; I need not say that. Then I think the next thing I would suggest is that the police and our officers should be admitted into places where horses are on hire, and also into stables. We have a very great difficulty with regard to that. An officer says, "Now, if I would "advise you, take that horse home; he is really not "fit; take him home and rest him." Next day he wants to see the horse, to take a veterinary surgeon to examine the horse; the stable door is locked, and he is forbidden to see anything. No power on earth exists to compel the owner to show that horse to us, so that we cannot take the best evidence before the magistrate, in consequence.

8665. Am I to gather from that, that you are refused access to an animal which you suspect to be in a bad condition?—Which the officers report to be in a bad condition.

8666. Failing the power to get access to that animal, do you not report such a case to the police?—The police have no power.

8667. The local authority have under the Contagious Diseases (Animals) Act?—Yes, if there is a suspicion.

8668. Do you report it to the local authority?—If we suspected contagious disease we should do so. We sometimes have got the sanitary inspector, who has power to enter, on, I am afraid, not altogether a very honest supposition, that there is something wrong in the stable, and that is an undesirable method. We would much rather have power to go in straight, "Open that door, and let us see that horse." The magistrates are very severe on men who refuse to admit our officers or a veterinary surgeon taken by us; naturally they are, because they see the object of it. Then it has been suggested to our committee that we should recommend that there shall be a special department to manage the public carriage work apart from the police. The committee is of that opinion, but it is an opinion not based very much on knowledge. I think it is a political question rather than anything else, which we do not want to go into.

8669. The idea, no doubt, is that the hackney carriage service should be managed by a practical board?—Certainly.

8670. Well, we are glad to receive the suggestion from you, of course?—That is a suggestion of the committee. Then, I may just tell you that in Sir Richard Mayne's time, that was during my earlier time in the society, and I knew him very well, and used to go down to him, and always contended that it was necessary that we should have experts there; and he had experts there himself. He generally had two

* The Royal Society has 24 men in 24 different places holding warrant cards as sworn officers of police.—J. C.

officers. There was a man named Cherry, a very well-known veterinary surgeon, who was always asked for by the magistrates for any cab cases, because he was attached to Scotland Yard.

8671. Is that all?—That is all with regard to that.

8672–3. (*Mr. John Burns.*) Those experts were the veterinary experts employed by the Department itself?—The veterinary experts employed by the Department itself.

8674. (*Mr. Lough.*) What date was that?—Twenty-five years ago.

8675. (*Mr. John Burns.*) 1865 to 1870?—In Sir Richard Mayne's time, I know.

8676. (*Mr. Lough.*) Can you tell us anything about the discontinuance of that system?—No, I do not know at all.

8677. (*Chairman.*) Now, Mr. Colam, I have a very important question to ask you, one of very great interest to the Committee. I want you to give us the qualifications which are required in your society's inspectors, as to their character, intelligence, education, and training; also their relations with veterinary surgeons, and a sketch of their general method of working in your interest?—Yes, sir. The first thing that we require in a candidate for appointment is that he shall prove that he has a good character, that he is sober, honest, and reliable for integrity, &c. Then he is examined as to his intelligence, because our work is higher than ordinary police work, and we require a man who is intelligent enough to receive an instruction in writing, has also got tact and persuasive manners, and is capable of giving advice. Then the next qualification is that he shall fit himself by a knowledge of the anatomy of animals and the ailments of those animals that he has got to do with. For that purpose we have a veterinary surgeon, who regularly teaches our officers.

8678. Is he a staff officer of yours?—A staff officer, yes; and every morning a certain amount of instruction is given on these points.

8679. (*Mr. Whitmore.*) On tact?—Not on tact; on ailments.

8680. (*Chairman.*) What do you pay these gentlemen for their services?—The veterinary surgeons?

8681. No, the inspectors?—They come in at 28*s.* a week, and they rise, when they become first-class officers, up to about 2*l.* 5*s.* a week.

8682. (*Mr. Whitmore.*) Might I ask what, as a rule, if you can say so, has been the previous training of your inspectors?—Well, we have a good many cavalry men, and we have some policemen, men who have been inspectors, and who are still able to do our work.

8683. (*Mr. Bayley.*) How much does the veterinary surgeon get, the professional?—The veterinary surgeon who teaches our men, about 3*l.* a week.

8684. (*Mr. John Burns.*) Is he a licentiate of the Royal College of Veterinary Surgeons?—Oh, yes, sir.

8685–6. Does he receive this as a fee for attendance on a certain day?—Does regular work; giving the whole of his time.

8687. Do you think that a competent licentiate of the Royal College of Veterinary Surgeons will give the whole of his time for 3*l.* a week?—I am sorry to say there are many of them who cannot get that, sir. In the event of one of the probation men seeing a horse and reporting it in a bad state, lest any injustice should be done, that man is sent down, first of all, to make me a report upon that case, in order that I may be satisfied that it is really in the state reported. You see we take a sort of double check there. If he cannot go, then one of the senior officers goes. Then the next point of instruction that we give to our officers is—something that we hope will not surprise the Committee—is instruction on the law of evidence. We are obliged to do that. We cannot have a solicitor and advocate in every case, and our men conduct their own cases, generally speaking.

8688. (*Mr. Bayley.*) Who instructs them on that point?—Well, we instruct them by a system of crossing off their evidence, striking out that which is not evidence, and making them write it over again.

8689. Are you the professor?—Well, I am the professor in that, because I am the final person; I am obliged to do that a good deal. The next thing is, we have to teach them about the method of entering on investigations, because it is really an important matter—not to make offences, not to spread abroad anything which may damage character, and which ultimately may turn out no case at all. And then in regard to detective work. These are the things which we require in point of education. Then the young officers go out with the senior officers occasionally into the streets, and learn, get experience there. No officer is permitted to employ a veterinary surgeon on his own account without my consent. That is done partly with a view to prevent unnecessary expense; they would employ them in every case, where they are not needed, and costs would be run up unnecessarily.

8690. (*Chairman.*) Have you any veterinary surgeon who is a staff officer?—No, sir.

8691. When a surgeon is employed, he is employed on payment of a fee?—Certainly; and we call on the nearest man, as a rule.

8692. Then the man employed outside Victoria Station with your inspectors is paid by fees?—Oh, certainly, he would be paid a fee. The fact is, magistrates, very rightly, I think, would regard it as important that the veterinary surgeon should be entirely free from bias, as far as we can get them to be so. Medical witnesses are not always free from bias; I dare say you know better than I do. The nearest veterinary surgeon is employed, as a rule; but sometimes the magistrates suggest a particular veterinary surgeon whom they prefer, who is known, of course, and we are obliged to send that one man. That is the reason why one veterinary surgeon is often seen in our cases, the same veterinary surgeon.

8693. At different courts, or at one court?—At one court, he is generally known at one court. Then, in the next place, I want to explain to you that our officers are kept under strict discipline. They come every morning at 8.30, and parade. They have to deliver reports of their work of the previous day; every officer is compelled to report the whole of his work that he has done the previous day.

8694. In writing?—In writing. They also take plaints, the meaning of which is this: If a private individual has made a complaint to the office about a case of cruelty which we think is one that should be investigated, then a note is formed like a sheet of foolscap with a description of it, and that plaint note is given to the officer, and he has to go and make his inquiry.

8695. Do I understand that your inspectors draw out a statement of facts?—No; there is a registrar who does that in the office.

8696. From dictation?—From the dictation of persons who come and make complaints.

8697. Including your inspector?—No, from private individuals.

8698. But does your inspector enter upon his reports a statement of the facts in each case of cruelty as it comes before him?—Yes, those that he sees himself on the street, and those he inquires into on receiving plaint notes; and that comes before me.

8699. That statement of facts?—Yes, it is brought out—if you will pardon me, I will just show it. We make our officers draw out their reports in cases of cruelty with the evidence of the witnesses precisely as they have to give it in the witness box, in the first person, because of the ease by which we can see the case in a moment, you see. And then it is good education for the men. I am very proud to say that we have been frequently told, in consequence of this, by the magistrate, that our men show great ability in conducting their cases in court. I wish you also to know, with the exception of charges, no information can be laid except by my order. In charges, sometimes, there are cases in which the man would escape if he is not arrested; but we have a rule that charges are never to be made except under the strongest necessity, notwithstanding the magistrates press us very much indeed to make charges. I hold that, in the first place, it is a great danger to us and our funds, because we might have an action in the event of arrest and the charge not sustained, and I also hold that no citizen ought to be deprived of his liberty if he can be reached by summons. I think that is a cardinal principle in our work.

8700. Is that all you have got to say to us?—No, sir. The officers are all bound to report, not only the actual cases, which, to use their words, are reported for prosecution, but cautions that they have given as a check.

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8701. We understand that they give you a detailed statement of their proceedings during the day previous to that on which their reports are put in?—Including the cautions given on the road, sir.

8702. (*Mr. Whitmore.*) Are they interested in the number of the prosecutions?—I am very glad you have asked me that. They have no interest whatever; and neither do they receive the moieties of penalties which the Act allows. Our officers go into the box with perfectly clean hands, and say they have no interest whatever in the evidence which they are giving. Then they are not allowed to receive a single sixpence without reporting the case. They come to me and get my consent. They are dismissed for drinking, or debt, or insubordination.

8703. (*Chairman.*) Receive money from whom?—Anybody, sir, no matter whom.

8704. How could they properly receive money from any source?—Well, sometimes a person who has reported a case of cruelty, when the thing has gone on very well and to his satisfaction, will say, "Here, officer; here's a shilling for yourself," or something of the kind. He must not keep that without reporting to me. The reason of that is, that if tips or anything of that sort were permitted it might be given from the other side.

8705. (*Mr. John Burns.*) Was it ever attempted?—Oh, yes, frequently.

8706. To what extent?—Well, we frequently have to give evidence that the owner of the horse, the subject of the inquiry, has offered consideration to our officers.

8707. Have you ever dismissed officers for receiving considerations?—Once dismissed; I have suspended them—punished them.

8708. In how many instances?—In my time, 34 years, I have done so perhaps in a dozen cases, not more.

8709. A dozen cases. Reprimanded, suspended?—Reprimanded for receiving small amounts from friends or foes.

8710. What was the amount?—Always small amounts; never more than half-a-crown.

8711. (*Chairman.*) Do you often receive applications from your inspectors asking leave to retain money which has been given?—That is what I mean.

8712. Do you often receive applications?—I receive them very often. If there is no reason against it, I say "Yes." In the case I mentioned I should see no reason against. But if there was the least suspicion about it, I would refuse it. Then when an officer is serving on a branch in the country—we have 100 branches, 120 officers—frequently this branch offers them a little gratuity, and it has to be reported to me before it can be accepted.

8713. You keep no account, I suppose, of these sums?—No, not the least.

8714. I have only one further question to ask you, Mr. Colam, and that is this: how does your system of prosecution in cases of cruelty to animals within the City limits compare with the methods upon which you proceed outside those limits?—The City of London, sir, you mean?

8715. Yes?—I think we do very little in comparison in the City of London, sir. I think our work is chiefly elsewhere; and I think I must just put it down to this reason, that the City police have been encouraged by the City magistrates to bring cases there, and we find that they can get on very well without us. Occasionally they send for us; in starving cases they send for us. The ordinary policeman would not know how to go about a starving case. The amount of evidence that is needed would be beyond his means. And in difficult cases, acute lameness, or anything of that sort, we are sent for.

8716. I want to understand that a little better. What do you mean?—Well, a policeman comes down, and says, "We have got a very difficult case; can you give us a little help?"

8717. Comes down where?—Down to our office in Jermyn Street.

8718. A policeman?—Yes; sometimes a magistrate has requested him to come down.

8719. But does the policeman come under the authority of the Commissioner of Police?—I assume he does.

8720. Or does he come on his own account?—Simply comes and says, verbally, "Will you come and "give us a hand in this case?" An officer is sent down with him.

8721. Where is your office?—105, Jermyn Street.

8722. And a policeman, a member of the City police force, comes out of the City to your office, and asks one of your officers to come in and help him with a case?—If it is a difficult case.

8723. How many cases of that sort have you?—I should think that we have, perhaps, 20 a year.

8724. Twenty cases in which your services are specially called in to go into the City to prosecute, or to help the police to prosecute, in cases which have happened within the City limits?—Yes, sir, not to prosecute for them, but to discover evidence. And may I also say that the metropolitan magistrates generally, if police cases are brought into their courts, and they see any difficulty, advise the officer to come down to the society, and we do the same for them.

8725. That is in the metropolitan courts?—In the metropolitan courts, yes.

8726. My question was confined to your procedure within the City limits?—I think it is very small in comparison. They do a lot of work themselves, and there have been very few convictions there.

8727. You put it at 20 a year in which your services * have been called in by the City police?—I think so.

8728. Have you any inspector within the City limits?—Oh, yes; our officers regularly go through there, and they take cases there before the Guildhall and the Mansion House.

8729. Can you give us the number of cases in which you prosecute in the City in cases other than those in which you are sent for?—I can get them, directly.

8730. (*Mr. John Burns.*) Before you leave the City, you say that proportionately you have few cases in the City?—Yes.

8731. Do you consider that the City police give more attention, and more detailed attention, to horse cases in the City than is given in the metropolis?—I do.

8732. Do you consider generally that the men stationed, say, at Blackfriars and London Bridge, are selected by virtue of their special qualification and knowledge of horses?—They are, indeed.

8733. And, generally speaking, when they do take up a case, they are right?—I cannot form an opinion about that, because I do not see the cases.

8734–5. Generally speaking, is the inspection, based on veterinary knowledge, of the City officers better than the metropolitan police?—I do not know anything of their cases, because they do not come before me. I only know this, that they do a lot of work there, and we have it in the newspapers that heavy fines are imposed there.

8736. You say these cases do not come before you?—No.

8737. Have you ever made any attempt, in the interest of the Society for the Prevention of Cruelty to Animals, to get at the official police cases of cruelty as distinct from your own?—No; if the police are doing their work well, and we are not wanted, we devote our attention to the places where we are wanted, and where we have work which requires our care.

8738. And, generally speaking, the City police administer their inspection duties in relation to horses as well as any district you know?—Yes, I think I may say that; and I think, as you just now remarked, it is because there are certain men told off for that special duty. They do nothing else.

8739. Quite so; notably at Blackfriars and London Bridge?—Yes. Another note, it takes 12 months' probation to turn one of our probation men into an efficient officer by the training that I have explained to you; and these men, all the men in London, are under the charge of a superintendent. I thought you would like to know that.

8740. (*Chairman.*) A further question occurs to me. You have told us that inspectors are posted outside Victoria Station and they stop the cabs leaving the station where they see cause for complaint as to the condition of the horse?—Yes.

8741. Will you tell us under what authority you stop the horses when they are travelling along the streets?—That is a very difficult question to answer. I am

* During April, May, and June, 1894, the Royal Society's officers received assistance 11 times from the City police, and rendered them aid nine times by invitation.—J. C.

afraid we have not any authority at all. At the same time, what we do is this: there is a policeman handy, and we call him there. Now, the Act of Parliament says that any constable upon his own view may arrest, so we call the attention of the police, and we say, "You see this?" He says, "Will you sign the charge sheet?" We say, "Yes."

8742. (*Mr. John Burns.*) Does your man run to the horse's head and hold it till the policeman comes up?—Generally there is a little crowd, and the policeman comes up.

8743. As matter of fact your officer stops the horse first, a crowd collects, the policeman inquires into the cause of the obstruction, then examines the horse, and if satisfied that there is a case for the magistrate, takes the horse and cab to the station green yard or wherever it is going?—Yes.

8744. (*Chairman.*) Then it might be put by an unfriendly critic that at the commencement of your operations in such cases you are guilty of an illegal act?—It may be so, sir. We have a very strong moral power at our back.

8745. I do not say that I am putting it in an unfriendly way?—Quite so. We feel that very much, indeed.

8746. (*Mr. John Burns.*) As matter of fact, to detect cruelty, you have to cause obstruction really?—Yes, a small and temporary obstruction, if you like to call a crowd of a dozen men by that name. The same crowd is seen when a policeman stops a horse.

8747. (*Mr. Whitmore.*) Unless you can get a constable to actually arrest a cab driver?—Yes, sir, quite so. I think we are very much behind nearly every country with regard to this question. There are several countries, the United States, and Australia I may mention, and New Zealand and Canada, in which the officers of the societies have the power of arrest. So they have in India. But in the old country I suppose there are traditions and prejudices which cannot be got over.

8748. (*Mr. John Burns.*) Mr. Colam, would you kindly tell us, roughly, on this question of the efficiency of your inspection, the income of your society for the last year?—About 20,000*l.*

8749. Made up of voluntary subscriptions entirely?—And legacies. That is voluntary.

8750. You receive no subsidy, do you?—Not the least, sir.

8751. From local or Imperial quarters?—Not the least.

8752. Roughly the lump sum of your expenditure? It is about the same, sir. We always work up to our income. You see we can always extend our operations into places where there have been no officers before.

8753. And in the event of your income being suddenly diminished, that means a diminution of your inspection power?—Yes.

8754. And reducing the number of your officers?—Quite so.

8755. Generally speaking, is your society supported as well as it might be?—We think it ought to be supported very much more.

8756. What is the total number of officers you have in the street?—Throughout the kingdom.

8757. Yes, in the street, in the kingdom?—Well, about 115.

8758–60. What is the total number of your staff?—About 120.

8761. How many officers have you in the streets in London?—We generally have from 20 to 30. But I ought to qualify that answer by saying that London is our nursery, as I have already explained, where we have training officers.

8762. Then I am to gather from that that you have 20 men permanently at work who are qualified, and five or six, perhaps 10, probationers?—No; I think I might say this: we have not got so many; we may have about 10 full-fledged officers.

8763. I want to know the efficient qualified men of your society who are at work daily in the streets of London for the purposes of inspection; is it 10?—10, sir.

8764. You said the total number employed in London is 20. How are the others of the 20 employed?—They are employed as probationers with the other officers.

8765. Assisting?—Yes.

8766. Now, you say that their wages are from 28*s.* to 45*s.* per week?—Yes.

8767. What veterinary qualifications do these men boast?—I have already explained.

8768. You have, but not sufficient for my purpose, I will frankly say?—You mean, do they get a diploma.

8769. No. What veterinary qualification? They have no qualification from teaching.

8770–1. Do they hold any certificate from any veterinary college?—None at all.

8772. Have they ever been assistants to veterinary surgeons?—No. We have got one or two men who have been veterinary officers, but as a rule they are not. They receive the best teaching we can give them.

8773. You say they have not any veterinary qualification, as such. You say that none of them have been assistants to veterinary surgeons?—We do not make that an essential; but, of course, if we can get it we are very glad to have it.

8774. What is the examination to which you subject them to qualify them for the post of inspector?—The first examination I have already given; the veterinary surgeon who teaches them reports.

8775. They are taught after they come to you?—Yes, certainly.

8776. They have not any antecedent knowledge or qualification?—No.

8777. None at all?—None at all. One of the best officers we ever had was an engineer.

8778. It is very complimentary to my profession, but that does not go very far. Am I to gather that before entering your service they have no technical qualification for the post?—But we do not allow them to do any actual duty, until they are qualified; they go with other men.

8779. But that does not happen until they enter your service as inspectors?—No, certainly not; every man must have a beginning.

8780. Certainly. Then they are not asked to pass any veterinary examination after they have entered your service?—No, sir; no.

8781–2. What is the chief reason for selecting a man for this post?—The chief reason is that we want a man.

8783. But what is your test of manhood for this post? Is it personal appearance?—Well, there is something in that—stature.

8784. Physical qualification?—Yes.

8785. Stature?—One of the conditions is that he must be 5ft. 9in. high; another is that he must be under 40 years of age and not under 25.

8786. But what has stature to do with veterinary qualification and the power of inspecting horses?—It has nothing to do with that, sir. But if you will allow me to explain, our men have to do something else besides manage horses—they have to manage crowds in the street, where stature is a very important factor.

8787. They have to manage crowds. But you told us just now that they have no power beyond an ordinary civilian?—They have to manage crowds, sir. Everybody knows what the officer has to do.

8788. I will not press you unfairly or unduly. You tell us stature is one of the conditions, on the ground that they have to manage the crowd?—That is one ground—commanding appearance.

8789. Presence—stature—because they want a man to manage a crowd?—Yes.

8790–2. But they have no official power?—Their not having it is an additional reason; otherwise we should not need it so much.

8793–4. I want to know what is the connexion between the stature of the officer and veterinary knowledge of the animal he inspects?—I have said none, sir.

8795. Stature, physique, capacity to manage a crowd, is one of the qualifications for this office?—To carry the moral force which is necessary in the office.

8796. We come now to the relations with the police. Generally speaking, do your officers get assistance from the police?—Oh, yes.

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8797–8. Have you ever had complaints from the police as to the officers assuming the functions of the police?—No official one.

8799. Have you ever had non-official remonstrances?—From private officers; police constables sometimes have complained that our officers are a little too bumptious.

8800. How frequently have those complaints been made?—Perhaps a dozen times I have had them in my 34 years.

8801. Have you ever had a remonstrance from the Chief Commissioner?—Never.

8802. You said your number of cab cases was roughly one per day; is not that so?—Yes; I said did not exceed.

8803. Did not exceed one per day; and those mostly with night cabs?—Yes.

8804. (*Chairman.*) Let us clear this up, Mr. Colam. Is it one case per day, or one conviction per day?—One conviction, sir. You are quite right. I thank you very much.

8805. (*Mr. John Burns.*) One conviction per day; mostly for night cab horses?—Yes.

8806. Do you consider that if the inspection by the police of cab horses, both at stables and on the streets, were more efficient than it now is, there would be so many bad night cab horses on the streets?—I think the better the supervision of the streets the better it is.

8807. You said that there had practically been no change in the night cab horses for some years?—I think so.

8808. Do you consider that this condition of things, no improvement is due to inefficient inspection somewhere?—Certainly it could be stopped with better supervision.

8809. And you believe if better supervision prevailed, principally at night time, it would be stopped?—I think so; yes. When you said better, I hope, sir, you meant better in point of knowledge.

8810. Yes, and numbers?—Knowledge, power of discrimination, between what is a case of cruelty and what is not a case of cruelty.

8811. Do you know the number of police officers who are devoted to this work?—No, sir.

8812. Have you ever heard the number fixed at six?—No, sir; it was with reference to the City that I said six.

8813. Have you ever heard that the number of officers detailed off for this street inspection is six in London?—The cab inspectors, you mean?

8814. No; I mean horse inspectors connected with the hackney carriage department?—There are five of those inspectors.

8815. Their duty is to go about the streets, is it not?—No, I do not think so; I think their duty is to go about cab ranks.

8816. Do you know the number of the policemen inspectors under the hackney carriage department that give part of their time to the inspection of cab horses?—I am told it is five, sir.

8817. Do you consider that number sufficient for London?—Oh, no; certainly not.

8818. Would you suggest a number?—It would be impossible for me to suggest a number without knowing the work of the police; but I think it ought to be very much increased. I have said so.

8819. What do you think would be adequate, allowing for the existence of your own officers?—I think there ought to be one in every division.

8820. That would be, roughly, 24, would it not?—Yes.

8821. What is the relation of your officers to the veterinary surgeons that are called in?—In what respect?

8822–3. Well, I must put it in this way. Supposing one of your officers detect a case of cruelty, what does he do on the veterinary side of the case?—He first has to report to me, and to ask permission for a veterinary surgeon to examine the animal, and then I give my consent or I do not; or if it be a case of urgency from a certain part, "horse affected so-and-so," in a telegram, "may I call in a veterinary surgeon," and then I should send him back an answer, "yes" or "no."

8824. Then am I to understand that the officer who takes a case of cruelty on his own initiative invokes the aid of the veterinary surgeon?—He may do so, but he is liable to get his knuckles rapped for it.

8825. Is it frequently done?—No, it is only occasionally done.

8826. What is the class of man that he calls in under such circumstances?—The rule provides that the veterinary surgeon nearest to the place where the complaint takes place——

8827. Does he comply with the rule generally?—Oh, yes, he does.

8828. Have you ever heard complaints on the part of cab owners, and cab drivers about the partial selection by your officers, and even by your society, of veterinary surgeons who, in their opinion, do not occupy that standing in the profession where impartiality can be most fully shown?—I have never had a complaint from a cab owner on the subject.

8829–30. Then you would be suprised to hear that it has been given in evidence that frequently your officers have been suspected of collusion with the surgeons whom your society employs, and that frequently the surgeons that you employ have not the highest qualification?—I shall be surprised to hear that, because I shall be surprised to hear that that is evidence at all. That which is a suspicion is not evidence; and, in the second place, I should be very much surprised to hear it said that any cab owner is a judge of whether a man is of a high class or not.

8831. You have not heard?—No, I have not heard.

8832. Have you ever heard, Mr. Colam, that occasionally veterinary surgeons that you employ for cases of cruelty are to be seen drinking with your officers in public-houses?—No.

8833. Has that complaint ever reached you?—No, it has not reached me. I do not say it would be very unusual if it were so, because if they have to wait at a police station they have to go for refreshment.

8834. Then you do not think that your system permits of collusion between a veterinary surgeon and your detective officers for getting cases from which the surgeon would get his fee whilst the officer would be simply, of course, discharging his duty?—I have not detected any cases of that kind, therefore, of course, I must say I do not know of such cases.

8835. But if it were brought to you that your veterinary surgeons were in the habit of drinking with your officers, what would you think of that condition of things?—I should want to know how often, and under what circumstances, and I should dismiss or punish the officer if he had committed a fault.

8836. Well, we will come to the next point. Several cab owners have complained of capricious interference and prejudiced inspection on the part of your officers, have they ever complained to you of this kind of thing?—They always complain before the magistrate of that, of course; you must expect it.

8837. But have they ever made any complaint of that character to you?—Not the least. I think that if they did the conduct of the magistrate is one answer, the way in which he treats the case after he sees the person who accuses and the result of the investigation before him, and also if I tell you that we do not loose one per cent. against the drivers, and two per cent. against the owners. I think that is a pretty good answer to the question about collusion or anything else.

8838–9. Do you act in co-operation with the officers of the local authority under the Contagious Diseases (Animals) Act?—Yes; we report all cases of glanders and farcy, and things of that kind, to him.

8840. In London it is the officer of the London County Council?—Everywhere where we find it. Formerly we used to prosecute ourselves, in the Metropolitan Board of Works' time; but now we send all cases up there, and our officer gives evidence for them as a witness.

8841. Do you know anything of the inspection of cab horses at the police station before a cab is licensed?—No, sir.

8842. Have you any suggestion to offer by means of which that system could be improved?—No. I really do not see the good of that inspection, because the horse may be in the cab work to-day, and out of it to-morrow, and a new horse brought in.

8843. But, generally speaking, the system is not so perfect but that it might lead to evasion—a bad horse to-day and a good horse to-morrow?—A horse might be borrowed and taken down there for the purpose of getting the licence.

8844. Have you ever had complaints made to you of inefficient examination of horses and cabs at Scotland Yard and elsewhere?—Oh, yes; I have frequently heard people say that cabs are a disgrace to the metropolis, and the horses are in a very bad state.

8845. Do you consider that if the inspection at Scotland Yard and the other stations was more complete from the veterinary and coachbuilder's point of view that complaint would be lessened?—I think it would.

8846. You said that your work was higher than ordinary police work?—Yes.

8847. But the average salary of your officers and the chance of promotion are not equal to those of a man similarly situated in the police?—The salary is better; I am very sorry we cannot give the officers any more, sir.

8848. That is due to insufficiency of money?—We get plenty of men; yes.

8849. What objection have you, Mr. Colam, if any, to the police taking over entirely the duties now jointly performed by you and the police?—I have no objection at all, only there should be a stipulation that the police should be trained as our officers are trained, or you will soon have an awful mess of it.

8850. But given that inspectors under the police possess the necessary veterinary qualification and pass the necessary examination, would it not be better for all purposes if the police, paid out of the rates, exercised the duties that you now discharge?—Yes; and still we would go on, because there is much work they cannot or would not do, as in Brussels, where the plan exists.

8851. Still you would go on?—Yes, certainly.

8852. From the point of view of inspection?—We think it would be a very good thing for the prevention of cruelty if more police could be made to work properly.

8853. Well, the police inspector, given veterinary knowledge, has an advantage over your inspectors in so far as he has the police power of arrest at his back?—Certainly.

8854. And consequently crowds in the street would not be caused to the extent that they are now?—Yes, they would just the same.

8855. And generally police inspection *plus* veterinary knowledge is better than the double system?—Yes; *plus* veterinary knowledge, that is quite right.

8856. You said veterinary surgeons can be got to devote the whole of their time for 3*l.* per week and less. Upon what do you base that statement, Mr. Colam?—Upon our actual payment.

8857. Do you consider that the class of veterinary surgeon who is willing to devote the whole of his time to your cruelty cases for 3*l.* a week is the type of man on whom the conviction or imprisonment of a cab driver or a cab owner should depend?—That man to whom we give 3*l.* a week is the teacher of our men. The persons who are witnesses in court are veterinary surgeons in full practice.

8858. I beg your pardon. Let us put it in this way. Do you consider that a veterinary surgeon who devotes the whole of his time for 3*l.* a week is a man sufficiently qualified to teach your 10 or 12 inspectors their duties?—I do.

8859. Is that the general opinion of the veterinary profession?—I do not know the general opinion of the veterinary profession.

8860. Are all the charges brought by your officers against a cab driver or cab owner supervised by you before action is taken?—Yes. All the difficult cases are brought before me.

8861. Difficult in what sense, legal or veterinary?—Legal.

8862. Have you any veterinary knowledge?—I have not, strictly speaking. I always go upon the reports which are placed before me, including the veterinary certificate. We have a certificate in every case where the veterinary surgeon is called in, and it is upon that that I go. I have sufficient knowledge, which you call veterinary knowledge, to guide me as to conditions which constitute offences under the Act.

8863. But you said that, generally speaking, you had one veterinary surgeon?—To teach the men, yes.

8864. But, generally speaking, one veterinary surgeon did your court work?—No. I said the nearest man to where the offence takes place. We have, as a matter of fact, upwards of 50 different veterinary surgeons within the metropolitan area who work for us.

8865. And they are men of standing?—It would be rather a strong remark to make, that all those 50 men were of low standing in their profession.

8866. No, I do not suggest that with regard to them. These 50 men, are they men of standing in a particular locality in their profession?—Yes, they are the ordinary veterinary surgeons, as good as any other men.

8867. Then it is not true if it were said that the veterinary surgeons are men who are nominally qualified, but who really do not regularly practice their profession?—Absolutely untrue They range from Professor Pritchard and Professor Axe, of the college, down to the man who is in local practice.

8868. (*Mr. Bayley.*) Do you make it a condition that they shall always be in full practice?—Oh, no. Sometimes we are not able to call the nearest to the actual spot where the offence takes place, because he puts it it in this way to us, "Please do not call me; this man "is my client," and then we fetch another veterinary surgeon, of course, because it would be very unpleasant for him to appear as a witness against his own client.

8869. (*Mr. John Burns.*) You said, Mr. Colam, that the system of privilege in some stations led to horses being hidden from you, that without privilege you might get access to?—Certainly, sir.

8870. Where is that notably shown?—Victoria.

8871. At Victoria have you ever asked the railway company, by letter, to give you access to their premises?—We have applied to the superintendent, and the superintendent has said he has received his instructions, and he must carry them out.

8872. But have you never gone over the superintendent of the station to the general manager or the secretary of the company?—I believe our chairman has.

8873. But you, as secretary, have never written to them direct?—No, I have never written to them direct.

8874. May I suggest that it would not be inadvisable if that were done?—I quite agree with you. I suggested it myself, but I think the chairman undertook it.

8875. You say that you think a reason for your exclusion from Victoria Station is that one of the superintendents has been or is on friendly terms with the largest cab owner?—I said it came out in evidence at the police court.

8876–7. You believe that these friendly terms, relationships between officials and private persons, preclude impartiality in the discharge of their duty?—I have no belief in the matter. I do not form any conclusion. I merely tell you it came out in evidence.

8878. You do not say generally that privilege leads to cruelty?—No.

8879. Would you suggest that all stations be open to cabs and cab horses under the conditions that Waterloo now is?—Certainly.

8880. Do you think that if that were done there would be less cruelty to horses than now prevails?—Certainly, I think so. Horses would go in there which are not privileged, and there would be less travelling about to find a station.

8881. Have you ever asked the managers or secretaries of big railway companies to give you access to all railway stations for society purposes?—We have never been excluded.

8882. Except one?—Except one. All others our officers go in, and they are generally helped.

8883. You say that for the more efficient performance of your inspection duties within the objects of your society, your officers might be sworn?—Yes.

8884. Have you ever made any application to Scotland Yard for that purpose?—Yes; to Sir Edmund Henderson.

8885. Was it granted?—It was not granted. The Home Secretary thought it would not be advisable.

8886. Were reasons given for the refusal?—That is all.

8887–8. You suggested that if you had the right of access to diseased or over-worked animals much good

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could be done for horses in that way?—If we were allowed to go into the stables after an offence, or even before an offence.

8889. Do you not think that greater good would be done if the police inspectors and the inspectors of the local authority had that power which you seek?—Yes. I think a very great deal of good would be done if there were more men employed by the police to look after the animals.

8890. Would you look with favour on these powers being conferred on the local authority's inspectors and the police inspectors instead of yourselves?—Not instead of ourselves; but with the proviso I have already given you, namely, that they shall be properly trained.

8891. Then I gather from you that in all questions of inspection and the right of access to premises where horses are kept you claim co-equal rights and powers with the inspectors of the local authority and the police inspectors?—We do not claim them, sir.

8892. But you would like them?—We would like to have them; as the excise officers have, for instance.

8893. You said you would like to see a special department for the hackney carriage service under the Hackney Carriage Act. What did you mean by that?—That the granting of licences should be under a board of experts, or that it should be a special department away from the police.

8894. But by whom should that be exercised?—Well, we do not know. We leave that entirely to the Committee.

8895. Would you suggest the local authorities in England?—Certainly. I think that would be a very good idea. I think we might suggest that, certainly.

8896. Would you suggest in London what applies in provincial towns, that this duty should belong to the watch committee?—Yes, certainly.

8897. Do you find that the inspection of horses and cabs by the provincial watch committees is done fairly well?—As far as my knowledge extends.

8898. (*Mr. Whitmore.*) To begin with, do you know there is no watch committee in London?—I know there is none.

8899. And do you know that a watch committee involves an authority over the police on the part of the town council?—Well, it would be very improper for me to make any recommendation on that point at all, I think.

8900. (*Mr. John Burns.*) But you consider that some body other than the police ought to have the special inspection of cabs and horses in London?—Yes, sir; the reason why I think so is that they should have men who are experts.

8901. But what is your standard of "expert"?—Veterinary surgeons.

8902. Veterinary surgeons?—If the horses are to be examined, I mean; not the cabs, of course.

8903. (*Mr. Whitmore.*) But if your recommendation for the improvement of the system were carried out by Scotland Yard, would you then think that Scotland Yard was a bad authority?—Certainly not; I have no reason for saying that.

8904. Therefore your objection is not to the constitution of the authority, but to the particular method they have followed in carrying out their duties?—We have great confidence in Scotland Yard, as much as we have in the county council. We do not know the difference.

8905. (*Mr. John Burns.*) Then I gather from you that the best administration of the hackney carriage law, as it affects cruelty and the treatment of horses, would be carried out by a board of experts?—I think so.

8906. Veterinary surgeons?—For the horses.

8907. Then you have not any qualified veterinary surgeons acting for your society, have you, in the streets?—We have one on the staff.

8908. But as apart from him you have none on the streets?—Certainly not.

8909. (*Mr. Whitmore.*) Do you think that there is more cruelty practised in such privileged stations as Paddington and King's Cross than at Waterloo?—No, I do not think so. But I think there is this much in favour of the Waterloo system, that a man having a good horse can go into that place at any time when he is passing there without having to go all the way up to Paddington to get a fare.

8910. Quite so. But I mean as regards the actual practice; cruelty inside stations you do not allege?—Not at all.

8911. Therefore, supposing the privileged system were abolished it would not lead to any mitigation of cruelty inside the stations?—Certainly not.

8912. (*Mr. Bayley.*) You said any cab with a good horse could go into Waterloo Station; do you mean that a cab with a bad horse could not go in?—I think that was rather a wrong remark of mine, because it misled you; I mean a man happening to have a good horse and to be going past there will go in and take a place, but if it were a privileged station he could not enter, although he had a good horse.

8913. In what way does that foster cruelty to animals?—I do not say that, sir. But I say it is of advantage to prevent them unnecessarily travelling about the streets to get to his station.

8914. (*Mr. Lough.*) Your point about the privilege at the stations is that it should not be a favour to you or to the police authorities to be allowed to go in there to inspect the horses?—Just so.

8915. And that is the case now in London?—It is.

8915*a*. And in one station you are excluded on that ground, that the station is private property?—Certainly.

8916. Your argument is that if the public municipal cabs are admitted there the local authority should be admitted also, and you should be admitted to see if the horses are in good order?—Quite so, sir.

8917. Do you think that the practice of turning away a horse which has brought a lot of luggage and passengers, is a little hard on the horse, perhaps you will say cruel to him?—That he is turned away after he has deposited his fare and his cargo?

8918. Yes; without allowing him any time to rest, or allowing him to go round to the other side of the station to get a fare; do you think that over-work or cruelty?—I think it is. But in the case of the centre of London stations, he stands a chance of getting a fare in no time, as you say, in the streets.

8919. In the case of remote stations—Paddington, Euston he has to make a journey back again?—Yes, that is so; it is an objection again.

8920. It may be cruel to the horse?—Yes, I think so. In order to get a living the man does that.

8921. Mr. Burns spoke of collusion between your inspector and the veterinary he gets to act for him. Do you think "collusion" is a proper word to apply to that at all?—I think it is an insulting word.

8922. It was not meant to be insulting at all; but it was meant to describe the thing?—What is the thing? I could not learn what the collusion is. He did not say collusion in money.

8923. I do not think it is the word to use at all. I want to put it to you.

8924. (*Mr. John Burns.*) As I used it, supposing I withdraw the word "collusion," and use your own word that you applied to the superintendent of Victoria Station, "friendly terms"—"relationship"?—I beg your pardon, I did not apply it. I only told you that was given in evidence, and I said so three times.

8925. (*Mr. Lough.*) I want to put it differently. "Friendly relationship"—do you not think there ought to be friendly relationship between your society and the veterinary surgeon you employ? It is no harm?—Certainly not. We know the men. We go to these men, and we say, "We want you to come and examine a horse." We must have confidence in the man's judgment and ability to do that which we ask him. That is the first point of confidence.

8926. But the defendant may get a veterinary surgeon to act for him?—I think they do.

8927. In that case collusion could be used. That would be if you tried to get an unfair influence with defendant's veterinary surgeon; and I do not understand that that has ever been charged?—Never once, that I have heard.

8928. Then about the police. You are in favour of the police exercising all your functions as far as possible?—Certainly, the more the better, sir.

8929. You still think there would be room for your society?—Certainly, sir.

8930. What would be the use of your society then?—In all cases in which certain inquiries are conducted; police are not allowed to conduct cases where they have to go off their own ground. For instance, we have to follow men sometimes into five or six counties, in cases of suspected starvation, and be on the watch for a long time. All these cases, which are really outside the police duties as a rule, would not be carried out at all.

8931. Why is following a man into five or six counties outside the police duties?—Well, it is so as matter of fact. A man is not allowed to go off his work unless it is in the detective department.

8932. Yes, but he communicates with the police in the next county, does he not?—He can. But then, perhaps, that person is not known there; he is only known to the person who has seen the horse in London, and identification is needed.

8933. Better machinery for hunting a person?—Certainly, far better.

8934. Than the police?—Infinitely better. I would not like to use that word, "infinitely;" but I would say our machinery is more elastic.

8935. (*Mr. John Burns.*) How can you reconcile that statement, Mr. Colam, with the fact that the police enjoy powers that you do not possess?—Well, they enjoy some powers that we do not possess.

8936. What powers are there that you enjoy over and above the police that give you greater control over your cases?—Simply that we have more freedom of action. Suppose, we will say, it is a race, or a cock-fighting business—an ordinary case that is going to be watched. I could put on five or six officers at once, and may very likely succeed in my endeavours, whereas the police very likely would not have these powers. Besides in the streets policemen have many other duties to perform which prevents them being on the alert in cruelty cases. There is great difficulty too, for veterinary surgeons require to be paid by the police, who have no funds for that purpose, and if a man is sent to prison, and costs have to be paid, there is great difficulty and drawback. This is well known in the country. Superintendents in the country very often have had to pay money out of their own pockets. Well, there are many things in which I think we have more freedom, much more freedom, than the police, and for which reason, all over the country, the police come to us to carry out special work.

The witness withdrew.

Sir HENRY OAKLEY called in and examined.

8937. (*Chairman.*) You are the general manager of the Great Northern Railway Company?—Yes.

8938. And you are also honorary secretary to the Railway Association, I think?—Yes.

8939. You come to give us evidence primarily, as general manager of the Great Northern?—Yes.

8940. May we take it that on questions of general policy you will speak for the Railway Association?—Yes.

8941. (*Mr. Whitmore.*) Is the Railway Association a federation of the railway companies?—Yes; it is a friendly federation. It has no legal status.

8942. (*Mr. John Burns.*) For public and parliamentary purposes, mainly?—That is it.

8943. (*Chairman.*) And includes all the great railway companies running into and out of London?—Oh, yes; and throughout the country.

8944. We are only concerned with London?—In this particular case, for London.

8945. Does the Great Northern Railway adopt the privileged system?—Yes; we adopt it not to the extent of a maximum supply always, but to the extent that cabmen who do come can always rely upon getting a fair amount of work. The privilege is not extended to an excessive number of cabs so as to reduce the earning power of each cab at the station.

8946. Well, how many cabs?—They vary. At the present moment they are only about 84, because one of the men has sold off and retired; but ordinarily 120 in the summer and 110 in the winter.

8947. Then how many proprietors?—Four proprietors.

8948. Have you four now?—We have three now, at this particular moment; because, knowing this inquiry was going on, I suspended any action in making arrangements to replace the man who has retried.

8949. Will you tell the Committee the weekly consideration which is paid by the proprietors to the company for the use of the station?—Yes; 1*s.* 6*d.* per cab per week, and in addition to that the men pay 2*d.* for a room that we find them, with fire and light, and keep it clean and tidy, a place where they can rest when they come home from a job till their turn comes on again.

8950. Then, under your system, you have an agreement with the cab proprietor to supply so many cabs to the station, and you have also an agreement with the individual men to pay 2*d.*, and also to abide by certain regulations which you make?—That is it.

8951. Would you be good enough to hand in to the Committee a copy of the agreement which you enter into with the proprietors?—There are two copies.*

8952. And also of the agreement which you make with the men?—They are all practically embodied in this paper.

8953. Will you tell us a little more fully what the consideration for the payment of the 1*s.* 6*d.* to the company is?—For the payment of the 1*s.* 6*d.* we secure to the cabman the first chance of taking the fares from the station, provided he keeps his cab and horse and man in good order subject to our approval. They are examined by men appointed by the company; first of all, before they are admitted, and then they are constantly under supervision *de die in diem* by an inspector appointed for the purpose, in our yard, not only to look after the men and the horses and the cleanliness of the cabs, but also to keep order, so that there shall be no favouritism and that no man shall be at liberty to refuse a fare to the possible detriment of the next cab behind him. What we insist upon is, a man must take his chance. There must be fair play all round. Some of the cabmen if they have been waiting perhaps—I cannot find very much fault with them—but waiting some little time, and a shilling fare comes, and somebody with luggage behind, are rather apt to refuse the shilling fare and look out for the larger one. We will not stand that. If any complaint of that sort is made to us we punish the man immediately.

8954. Yes; but I take it the punishment is not very severe?—No; it depends very much upon the character of the man, whether he has been complained of before. But the punishment is not severe.

8955. Then, assuming that on the arrival of a train there are not sufficient privileged cabs in your yard, what course do you pursue?—We admit other public cabs, charging them 1*d.* and giving them a ticket.

8956. Have you a cab rank near King's Cross station?—Yes; we have a cab rank within the precincts, and we have also, of course, a rank alongside the platform at which the trains come in.

8957. When you say within the precincts, do you mean that it is a private cab rank?—Yes.

8958. Upon which non-privileged cabs stand?—No; the non-privileged cabs stand on a stand outside the station immediately north of the station.

8959. But there is a public hackney carriage stand near the King's Cross station?—Yes, alongside the station; outside.

8960. So near that you can, if necessity demands it, get from that stand cabs to supply your requirements?—Yes; and we take them in the order in which they are on the stand. We charge them a penny, and we give each of them a ticket of that sort. (*Ticket produced.*) The advantage of this ticket is that we register the number of the cab coming in as well as the number of the cab going out, and it enables us very frequently to follow cases where it is necessary to follow.

8961. Can you tell us, from your general knowledge of all these things, whether this is the kind of ticket that is issued at Waterloo?—I do not think at Waterloo they do anything of the sort.

8962. Then you would commend this ticket to the consideration of the railway companies other than your own, in the event of the privileged system being

* *See* Appendix IV., 4.

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abolished?—Yes. There would have to be some very careful regulations drawn if the privilege system were abolished; because it is not simply the provision of the cabs, it is the protection of the people who may be in the cabs afterwards. They are ladies, they are children; they have more or less luggage. Not only civility in the yard, but civility outside is essential. We find the advantage of the privilege in that way, that we can be down upon a man, if any complaint be made against him, immediately. We know his number, and we know where he went to; and it has frequently happened that complaints of luggage that has been left in the cab have reached us, and we have been able by these means to trace it at once and get the luggage back the same night.

8963. I have no doubt one or other of my honourable friends will ask you questions upon that part of the case, so I will not trouble you with it myself; but I will ask you to give us some information as to the structural character of King's Cross. For this reason, that in taking evidence from the general managers, we have been told that a great deal depends upon the structure of the station. What is possible at Waterloo is made possible by the cab accommodation and the means of exit and entrance. At Victoria, we have been told, the same system could not be applied for want of structural accommodation. Now, with regard to King's Cross?—At King's Cross the cab rank for the people departing from the station is on the east side of the station. The entrance to the station is on the west side. On the west side all cabs, whether privileged or open, are sent away the moment they have unloaded their people. There is a very limited space in which we can allow private carriages to wait in order to take some of the members of the family they have brought there back again. But our area of waiting on what we call the departure side, that is, going north, is so limited that no cabs are allowed to wait there at all.

8964. Have you an outlet to your departure yard other than that by which your cabs come in?—Yes, we have two. We have an entrance into the station from Euston Road and at the north-west side of the yard there is an exit, and they go round by a sort of back road into the Euston Road again.

8965. Do you put it as high as to contend that you can differentiate your condition at King's Cross from that of Waterloo to such an extent as to say that what is possible at Waterloo is not possible with you?—Well, I have not really got in my mind the physical relations of Waterloo to the platforms; but at King's Cross we are physically incapable of allowing cabs to wait at the departure side, because we have got the St. Pancras road at one side, and the Midland Railway next to us, and the gas works at the corner, so we are limited to the area we possess.

8966. (*Mr. John Burns.*) I was there on Saturday night last, and I had to wait two hours, and I was able to see the physical conformation of the outside. Would it not be possible, Sir Henry, to use that piece of land, I believe now owned by the Company, but let to the florist, or the man who makes the conservatories and summer houses?—You mean that piece in front. I hope the platforms will extend along there presently.

8967. But, just at the back of that, inside, you now house at night the whole of the private omnibuses: is not that so?—That is where the public omnibuses pass through; they enter at the west end.

8968. Yes; but I mean just at the back, inside the station—you now house and wash your omnibuses, do you not?—No, not inside the station.

8969. Just inside?—We house them, but not wash them there; they are generally washed at the stable.

8970. Well, you house them; they were being washed as matter of fact?—Yes.

8971. (*Chairman.*) Will you tell the Committee the sum which the railway company receives from the cab proprietors for the privileged cabs?—It amounts to about 600*l.* a year; 620*l.*, I think it is.

8972. I should be glad if you could divide the receipts from the privileged from those from the non-privileged cabs?—I can give you the numbers, but I do not think I can give you the receipts. I can give you the numbers of the fares taken by the privileged cab, and the fares taken by the non-privileged cab too. There would be no difficulty in giving the receipts.

8973. (*Mr. Whitmore.*) You could give the number of these tickets that had been issued?—Yes; 520*l.* from the privileged and 99*l.* from the non-privileged.

8974. (*Chairman.*) Making a total of 621*l.*?—621*l.* a year.

8975. Does that 621*l.* include the 2*d.* per man received from the cabmen?—Yes, it includes all our receipts.

8976. So that 621*l.* is the total gross revenue received by the Great Northern Railway from cabs privileged and non-privileged?—That is it—directly and indirectly.

8977. Well, I take it with such a big corporation as yours we may put the question of revenue out of sight altogether?—Yes; the actual expenses in connexion with the cab-rank absorb rather more than that.

8978. Your attitude upon this question is based entirely upon public grounds?—That is it.

8979. Especially, I suppose I may say, the convenience of the travelling public?—That is the only thing that influences us at all, that our public shall always have cabs at their station, and that they are cabs and cabmen that can be trusted.

8980. And in times gone by you have felt that from some cause or other the system of inspection and of investigation of the character of drivers of the outside cab has not been sufficient to secure you against risks from having persons and cabs in your yard that were objectionable to the travelling public?—They were very undesirable, no doubt. That is so. There is a percentage of cabs in London that are not suitable for railways, nor are the cabmen themselves.

8981. But I take it, with your liberal opinion upon such a subject, if you were satisfied that there was an improved system of inspection of cabs afoot, and an improved system of dealing with drivers and drivers' licences, you would not be violently opposed to an experiment which would enable you to receive a new class of cab and a new class of driver into your station yard?—I do not like to express an opinion upon a case that is not clearly before me, but I should have a very clear understanding, not only as to the condition of the cabs, but what our powers of control would be over them in our own premises.

8982. I only wanted to draw your attention to the fact that the state of things in the future might be different from what it has been in the past?—Oh, of course.

8983. And then to ask you the general question, whether you felt entirely wedded to the present system?—It is not a question of money with us at all; it is only a question of the convenience of the public, and the prompt discharge of our people. If by any arrangements the civic authorities made, or the police made, we could be relieved of the risk, or rather the duty, of looking after our own cabs, I do not think there would be any reasonable objection to it. But it is not only the public, it is the property. A great deal of pilfering, you know, goes on at the station, and the arrival of a crowded train loaded with luggage is just the very time for a rascally cabman and confederate to bag things; and we are obliged, therefore, to be as reasonably careful as we possibly can be.

8984. I assume that every one would agree with you, that proper regulations must be made, and you must be given the proper means of enforcing them within your station area. But do you go so far as to say that that proper control does not exist in a station like Waterloo?—Well, I would rather Mr. Scotter spoke for himself. I do not approve of the arrangements at Waterloo; they are not nearly, in my mind, as good as our own.

8985. In principle, or in detail?—In principle, because they do not really protect the traveller after he has landed on the platform. He gets into a cab; there is no number taken of the cab; nobody knows anything about it.

8986. (*Mr. John Burns.*) But is that so, Sir Henry?—I am told so. I inquired about that. I was assured that Waterloo does not take the destination.

8987. But is it not the case, Sir Henry, that when a cabman goes into the yard at Waterloo his number of cab and badge number are taken by the policeman?—If it is so I have been wrongly informed. I can only say I have been told so.

8988. Do you take the destination of the cabman going into the station?—That is the ticket for going into the station, and the counterfoil of that ticket is the number of the cab; but the other part is given to the driver. The counterfoil is kept; so that we have in our book by the entering policeman the number of the

cab that came in, and we have by the outward policeman at the other gate the number of the cab that goes out, and its destination.

8989. (*Mr. Whitmore.*) So that as matter of fact you have the same control over the efficiency of the outside cab which comes in in this way as you have over your own privileged cabs?—Certainly, that is the object of it.

8990. (*Chairman.*) Then may I put it to you that your objection to the Waterloo system is rather one of detail than of principle. You appear to me, from your answers, to object not so much to the principle adopted at Waterloo, but to the somewhat loose administration which you have been informed is carried on there?—I do not think Waterloo takes any fatherly care of its passengers beyond the platform. That is the only difference between us. Mr. Scotter says it answers very well, but he has been obliged to establish a privilege at one part of his station because there was not business enough to draw cabs to it. That is what I understand from him.

8991. (*Mr. Lough.*) You probably know that the essence of privilege is the arrangement between the railway company and the proprietor, passing over the cabman? Well, at your place, too, you make an arrangement with the cab proprietor, is not that so?—According to these rules; but the driver is as much interested in those rules as the master.

8992. Quite so. But you do make the arrangement with the cab-master?—Certainly, because the cab-master is the only man we can reach. But we do make it with the small proprietors as well.

8993. Then in this case of the ticket you make the agreement for entering there with the driver?—For that occasion only.

8994. And you call that non-privilege?—We call that non-privilege.

8995. But yet it is a privilege, because he pays a penny, and you let him in?—He is non-privileged as compared with the man who drives in as a matter of course without a ticket.

8996. Are you aware that the South-Western system, which you call privileged, is also an arrangement between the railway company and the driver?—No; I have not gone into the South-Western system. What I am told—in fact, Mr. Scotter himself gave me the information,—is, that his general station is free, but as to one part he established a privilege because either the yard was out of the way, or there was not enough business to draw cabs to it.

8997. (*Mr. John Burns.*) Physical and structural reasons entirely, Sir Henry?—Yes.

8998. (*Chairman.*) There is a misunderstanding; where the privilege system is in vogue at Waterloo it is carried out by means of a weekly agreement with the cabmen and not with the proprietors. That is the distinction?—Yes.

8999. Now, arising from that, I put this question to you; do you see any reason, in your experience, why your agreements should not be made with the cabman rather than with the cab proprietor?—Well, if the cabman has got a good horse, good cab, and keeps it up, he would be just as good for us as a larger cab proprietor. But, as a rule, you know the small masters have the least efficient cabs.

9000. True. But I was taking it from a different point of view, namely, that the agreement would be made by the company with a cabman who had not his own horse and cab, but took his horse and cab from a proprietor?—I think I should rather object to that, because I should never know what cab or what horse such a man would bring in; he would have to be subject to inspection every time he came in to see whether he had an efficient cab.

9001. (*Mr. John Burns.*) That is so at Waterloo, too?—I think King's Cross is better than Waterloo.

9002. (*Chairman.*) We will pass on from that, Sir Henry. Can you give the Committee an estimate of what your revenue would be if the cabs were admitted to your station on the Waterloo system?—Yes; I have taken that out. Calculating on the outward journeys of both privileged and non-privileged, as we call them, we should get about 1,000*l.* a year, rather more than 1,000*l.* a year.

9003. That is, you would get between 300*l.* and 400*l.* more from the non-privileged system, at 1*d.* per fare, than you get from the privileged system?—Yes, that is so. Well, I should rather cite that as a proof of virtue, to show that it is not a question of money.

9004. With regard to the arrangements you make with the cabmen—the regulations—will you tell us whether you compel them to return to the station direct, or whether they may take a fare elsewhere if they happen to find one?—We do not absolutely compel them, but we wish them to do so, and as a rule they do so, they come straight back. You very seldom see a Great Northern cab on a stand. But supposing a cabman having emptied his fare, say at any place, was hailed by another fare, he would be at liberty to take that and nothing would be said to him.

9005. As he was travelling along the street?—As he was travelling along the street.

9006. (*Mr. Whitmore.*) Even if that fare took him in an opposite direction?—Oh, yes; we should not inquire. We rather give a cabman such licence as we reasonably can consistent with his attendance at the station to secure the comfort of our passengers.

9007. (*Chairman.*) But, under ordinary circumstances might be possible for a privileged cabman to travel from the Great Northern to Victoria four times a day with fares and come back four times a day with an empty cab?—Yes.

9008. It has been suggested to us that such a system as that involves a great loss of power to the horse and the driver, and wear and tear to the cab, with no adequate return?—Yes, I have heard that suggested. But what is a man to do? Is he to go on the nearest stand, take his chance, when he knows that there is a fare at King's Cross waiting for him when he arrives?

9009. If it were not for the privilege system, and his destination from King's Cross had been another railway terminus, I take it he would wait there on the chance of getting a fare back to King's Cross or to Euston?—He might or might not. But it appears to me that the same number would be employed. The same number would be in the street and the same number in the station whether they have privilege or not; because, supposing we required, say, 100 cabs, there would always be 100 cabs in the station; it would not matter what hundred.

9010. But surely there would be a diminution in the number of cabs travelling about the streets, or crawling about the streets empty?—Still, I think in practice you will see that would not work, because it assumes that there is always a return fare from every station or from every destination a cab may go to that would bring him back in the neighbourhood of his starting point, King's Cross.

9010A. (*Mr. Whitmore.*) And you do not think it would be profitable to the cabmen if there were some system of reciprocity between the railway companies?—That would make a sort of universal cab proprietor privilege.

9011. Yes?—That is so; a privileged cab going from King's Cross to Victoria would stay at Victoria until he was wanted to go to somewhere else; it would not be a King's Cross privilege, it would be a universal privilege.

9012. To all the railway termini?—That is getting very near to universality; it is only extending it to the termini.

9013. You do not think that would be prejudicial to the cabmen?—No; well, I would not like to express an opinion about what would be prejudicial to the cabmen, but it appears to me that it would be very likely to deprive a railway station of cabs at a time when they were wanted if there was any higher attraction somewhere else.

9014. No individual railway company would have sufficient hold over a particular section of the privileged cabs to ensure a supply of them?—No.

9015. (*Mr. Bayley.*) Does that system give you a better means of tracing lost or stolen luggage than the Waterloo system?—Well, I do not know; I would not compare that with Waterloo.

9016. Than you would have if your station were non-privileged?—Yes.

9017. (*Chairman.*) Can you give us the number of cabs departing from your arrival platform with passengers in the course of the year?—Yes; taking the year 1893, we had 243,000 fares from King's Cross station.

9018. And have you any information to give us with regard to the number of privileged and non-privileged cabs which have left your station?—Yes. Of course I

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have not got it for a year, but I have taken it out for two months, June and December 1893. We had a total in June of 18,451 privileged fares from King's Cross; 2,439 non-privileged in the same month. In December we had 16,138 privileged, and 2,273 not privileged.

9019. Then what figure would that work out at as an average number on a week day of each class of cab?—On a week day in June we had 700 privileged and 79 non-privileged.

9020. And in December?—In December we had 625 privileged and 75 not privileged.

9021. Now, I observe from the return that you have handed in that it is a curious thing that upon Sunday the relative proportion of the figures is reversed, and that more non-privileged cabs leave your station on that day than privileged cabs?—We do not make any charge on Sunday for the non-privileged, and further than that, a lot of our men are only six day cabs, and we rather encourage that without the slightest stigma on the cab race; generally we find that the six day men are better than the seven day men.

9022. (*Mr. John Burns.*) You find that generally, Sir Henry?—Much.

9023. (*Chairman.*) So that practically on the Sunday you are dependent upon the non-privileged system?—That is it.

9024. To a great extent?—Yes.

9025. On the other hand, your wants are not large on that day?—No, we run as few trains as we can help.

9026. A word as to the complaints with regard to the conduct of the men at the stations; have you many complaints?—I have got those out. I thought that would be a fair thing to ask about; I think there are 34 complaints in two years against the privileged men, and you may take it 110 men as the minimum, and 120 as the maximum. They resulted in eight men being dismissed, and I can tell you what they were dismissed for.

9027. First of all let me ask you what the practical effect of dismissal is?—They are not allowed to drive a privileged cab from the station.

9028. From your station?—From our station.

9029. And now what were they dismissed for?—Here is one man who has committed two offences; first 24th June 1892, and the 8th August 1892. In one he charged a lady a shilling more than her fare, which was 1*s.* 6*d.*; and he made use of offensive language on the second occasion; we would not have him in the place at all.

9030-1. (*Mr. John Burns.*) Was that case reported to the police or any similar case?—Oh, no, no.

9032. (*Chairman.*) Had you any evidence before you that he was an old offender or that that was his first offence?—There were two offences here.

9033. Two offences at the same time?—No, one followed a month after the other.

9034. I see; well, will you give us another?—I will give you the dismissals first. Here is a man on the 16th of November 1892, who was drunk and used bad language in the station: we would not have him then.

9035. That was a heinous offence?—Yes; here is another fellow in 1893, who was abusive to a fare; he was dismissed—at least he was told he would not be allowed in the station again. Another man for refusing to take a fare from the station; that is just the sort of offence for which we punish those fellows smartly, because we say it is unfair to the rest of the men. There is another man who was cheeky and insolent to a passenger, after being paid more than his legal fare.

9036. That was outside the station limits?—That was outside the station; a passenger complained.

9037. I think you have given us sufficient for our purpose, Sir Henry, and I will ask you this question: does it not occur to you that you are accepting and taking upon yourself an obligation which you would be well advised to get rid of in dealing with offences which occur outside your station yard?—They occurred to our passengers, you know.

9038. True; but surely you assume a responsibility which does not belong to you in dealing with cabmen guilty of offences which occur outside your premises and which really fall under the jurisdiction of the police?—Yes, but we deal with them in this way; we do not punish him for his offence against the law, but for his offence against us, and therefore he is not justly entitled to the privilege of using our station.

9039. (*Mr. John Burns.*) But does not your jurisdiction with and over and in the passenger cease immediately the passenger leaves your station?—Of course legally it does, but it would be very annoying to me and to the directors and everybody, if there were complaints about the incivility of our cabmen.

9040. (*Chairman.*) That is rather the point I make. I do not put the question to you as reflecting upon your system, but merely to hear what you have to say, as to whether you are not taking upon yourselves functions in connexion with this privileged system which you would rather be rid of?—Yes; if you could dissociate from your mind the sort of moral obligation that you have that your passengers, so far as you possibly can, shall be treated decently.

9041. You think that, after years of parental care towards your passengers, they would have a grievance now if that care was withdrawn from them?—Certainly, unless it were taken from them by law. But let me say for our men, that they are on the whole a wonderfully well-conducted set of men. Some of them have been with us 20 years—one to my certain knowledge 25 years.

9042. Then that at once suggests another question?—He is part of the Great Northern now.

9043. (*Mr. John Burns.*) Certainly, in his own opinion.

9044. (*Chairman.*) That at once suggests another question. Would not that be the case if the non-privileged system were applied to you?—No.

9045. In your judgment, would not these men who have frequented your station for years continue to come there with their non-privileged cabs?—They might continue to come, but they might find their places occupied.

9046. By what?—By other cabs. As a matter of course, they would find the place occupied, especially at times when heavy trains were coming in, say between five and six o'clock every day.

9047. But how often is your station too full of cabs to accommodate the persons who come by train?—We do not admit them into the station, except the privileged cabs. We accommodate those, and then all the extras, in the proportion that you see by the figures, come from the rank outside, the public rank.

9048. My point is merely this, and it is derived from something which was said by Mr. Scotter to the effect that with the non-privileged system at Waterloo they have a steady flow of cabs all day long, generally manned by men who have haunted the station for years and years?—Well, that is very good experience, no doubt. Of course, I have no knowledge of that. But as far as the privileged cabs are concerned, they stop at home. I have asked in the course of years the masters and the men about the question of privilege, what is it to them: the masters say it saves the horses, and it saves the cabs; that is their interest. The cabmen say it is under cover, and they can go to get their bit of food in their room without being obliged to go to a public house, and generally they are a little better off than from standing on the rank; that is theirs. And I am told—I do not know whether it is part of the inquiry—I was told by our cab masters, three of them, that they do not charge any more for the cabs coming into our station than they charge for other cabs that went into the street that were not Great Northern cabs.

9049. I think that was probably in obedience to terms of settlement?—Oh, no; before that.

9050. Before that?—Before that; I think cabmen have got a very hard life, and we try to ease it as much as we can, that is all.

9051. Now, a word as to the station omnibuses, and then I have done. How many station omnibuses have you?—Twenty-eight; we have 32 omnibuses altogether, but 28 small ones, and 4 licensed ones, that is to say, the hackney omnibus.

9052. Four have licences; 28 have not?—Except the 15*s.* carriage licence; of course that applies to every carriage.

9053. But they are not licensed as hackney carriages?—No.

9054. With regard to the 28, do they in any sense ply for hire?—No; that is strictly forbidden, and the men have not the opportunity of plying for hire, really,

because they are not on the omnibuses unless they are ordered.

9055. (*Mr. John Burns.*) But they are always in the station, Sir Henry?—You will find, if you inquire, that they are ordered. We had an inquiry from the police department some time ago. I was not at it myself; I am only, therefore, speaking from hearsay. But colonel somebody came to inquire, and he was told just to go and satisfy himself, walk out into the yard and make the best inquiry he could; and I believe he went away quite satisfied—at least I never heard any more of it.

9056. (*Chairman.*) The allegation is this, that, even where a private omnibus is ordered, if the fare does not turn up, the omnibus may be taken by somebody else at the moment?—Yes, certainly. If a man comes up—has forgotten to order an omnibus—he will go to the station-master or to the cab inspector, and say "I want an omnibus;" he takes the chance whether there is one in or not. If he asks for an omnibus in that way, and there is one in, he would have it certainly.

9057. But you would put it in this way: you would say in such a case as that, the omnibus would have to be sent for and the horse put to it?—Yes.

9058. One of the porters would not say, "Oh, yes, "sir; there is one standing harnessed in the yard"?—If there was one ordered, and the party had not come, of course that one would be taken.

9059. (*Mr. John Burns.*) And frequently, Sir Henry, it happens, as apart from private omnibuses being hired, for which a day or perhaps two days' notice has been given, that almost a momentary hiring takes place?—In the direction Mr. Hopwood mentioned, that is to say, somebody coming up by train who has forgotten to order his omnibus.

9060. Says to the porter, "Private omnibus," and a private omnibus is called, and he at once takes the party away?—I think that very likely if there happened to be one in the yard; he must take his chance about that.

9061. (*Mr. Lough.*) Would you not call that plying?—No, certainly not. Our man is not there; there is nobody plying for hire; the passenger arrives with his wife, or family, or children——

9062. (*Mr. John Burns.*) But he is in a position where he can be hired?—He is in a position where he can be got at.

9063. (*Mr. Lough.*) That is the essence of plying, if a man comes to the door in the street and shouts "Cab"; that is really what your passenger shouts at the railway station door, he shouts "Private 'bus?"—Not to that extent. That is the act of the passenger, not the act of the plyer, as I understand it.

9064. (*Mr. John Burns.*) Is not this what occasionally happens: A train comes in, and a man who has not ordered a 'bus says, "Porter, private 'bus." Porter says, "Come on, Tom." Tom draws up, the passenger gets in with his family and all belongings, and away he goes, say, to the Grosvenor Hotel. Is not that almost equivalent to a man saying, "A cab?"—I think that is a fancy picture.

9065. It is what you can see every day at your and every other station?—It is not what is done as a matter of ordinary course, because we do not put out the omnibus.

9066. No, not ordinarily. I do not say it is ordinarily or generally done, but it frequently happens?—Oh, it may happen.

9067. (*Chairman.*) I would suggest to you in the form of a question, that there may not be plying for hire inasmuch as the proceeding does not take place in a public place?—Still, I do not limit my answer to that, because I know what instructions are given, that the omnibuses are not to be in a position where they are supposed to be plying for hire; if a man wants an omnibus after he has arrived and there is one there, he might have it.

9068. My friend Mr. Lough asked you whether that was not, on the facts as stated, plying for hire, then I ask you, could it be plying for hire when the act on the part of the driver took place in a private place and not on a public thoroughfare?—Well, that is rather a legal question.

9069. I only want to clear it up. That is the answer to it, in fact?—If that view were sound, that would justify us in putting our omnibuses and really plying for hire within our station because it was a private place. That is not the view we take of it at all.

9070. No?—We think the plying consists in the act of the driver saying to a fare, "Come with me." But that is not permitted.

9071. Is not the difficulty rather this, Sir Henry, that there is some doubt how far your station is a private place?—There may be any amount of legal doubts about it, but I have had no experience of them.

9072. (*Mr. John Burns.*) You have no such doubt?—No.

9073. You said that you had 28 private 'buses, and you also said that you had four licensed 'buses:—Yes.

9074. What is the difference between the private 'bus and the licensed 'bus?—The private 'bus we pay the 15*s.* duty; the licensed 'buses ply in the streets from King's Cross to Waterloo, *viâ* Charing Cross, and back again.

9075. And pick up any passengers?—And pick up any passengers. They are primarily run for our own passengers; a man booking through, we will say, from York to Southampton, we should take him across the town in the omnibus.

9076. (*Mr. Lough.*) Free?—Free, yes.

9077. (*Mr. John Burns.*) May I ask you if, as a matter of fact, you did not start those omnibuses for what I might term the naval and military passengers you get frequently between those two stations?—No. I will be quite frank with you. We started them because the Midland started them. We objected very much to them. It is a waste of money. They do not pay.

9078. You allow these 'buses to pick up; they are primarily for your passengers?—Yes.

9079. But you allow them to pick up the public if the public will wish to ride?—Yes.

9080. Now, with regard to the 28 private 'buses; you do not allow them to pick up fares in between the streets?—No, certainly not.

9081. But supposing that a 'bus was ordered, we will say, to Bloomsbury Square, and it was not used. The party who had ordered it would perhaps say, "No, we "are not going by that train; would you allow the "next door neighbour to take it up?" You would have no objection, I suppose?—You mean at Bloomsbury Square.

9082. Suppose 24, Bloomsbury Square ordered a 'bus the day before; he was taken ill, or found he could go with much more advantage by a later train, would you allow the next door neighbour to use the 'bus?—Strictly we should not. But I never like to evade a question. I think if that proposal was made to our driver on the spot ——

9083. He would take it?—He would take it, and think he had done a good thing, probably.

9084. Now, you said, Sir Henry, that there was a proneness—I will give your own words—on the part of the cab driver to reject the shilling fare and to take the bigger fare, with baggage?—Well, it is human nature, I think.

9085. And to check that you frequently had to reprimand the man, sometimes dismiss him?—Yes.

9086. Do you not think the same thing applies to your private omnibuses that are at the station?—No, because these men are paid wages. They do not care whether they go out or not so far as their good fortune goes.

9087. Have you had any complaints from your privileged cab drivers about the way in which the porters give preference for the supposed wealthier passengers to go by private 'bus, to the detriment of the cabmen?—No such complaint has reached me, and I have inquired about it; I have heard that it has been suggested here, but there is no foundation for it, so far as I am aware; and what may go on between the porters and the public I cannot say. We stick up a notice that they are not to accept fees, but I should be very sorry to say that they do not.

9088. Then you are not aware of the system that is alleged to prevail, that porters give the preference to 'buses owned by the company over the cabs owned by the privileged cab master?—If I had a complaint of that kind, and it was at all well founded, I should punish that porter very severely; probably I should send him away from King's Cross.

9089–90. You said, Sir Henry, that, apart from public convenience, safety of property, and the administration

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of good order in your station, you had no special love of privilege?—No, of course not.

9091. In the event of any public official, or any public authority, pointing out to the railway companies that the opening up of all railway station yards under the system that prevails at Waterloo would be a matter of public convenience, and an improvement to the street traffic, do you think that your association would sympathetically consider that proposition?—I think all the London railway companies would look at it in an enlightened view, a reasonable view; but I think we should all require—at least I will speak for myself, I am sure I should—some security as to the regulation and the condition of the cabs. Nobody knows better than yourself, Mr. Burns, that women and children, especially at this season of the year, are large users of railways and of cabs, and they are the most ready victims if a rascal happens to get hold of them.

9092. Yes; but I may put it this way, Sir Henry: Supposing a public authority were to guarantee, of course to the best of their ability—because we are dealing here with persons, and we are liable to error—supposing a public authority that asked all the yards to be thrown open were to do their best to guarantee a good inspection of cab and an immunity from blackmailing of passengers, would that be an additional incentive?—I say, of course, if it were a public authority. A cab association of some sort tried that at Charing Cross; but Sir Myles Fenton told me that it failed miserably there. It really had no power over the cabs that came in.

9093. Yes; but assuming that the abolition of privilege carried with it a check against lost property, the greatest guarantee against incivility and blackmail, and generally all the advantages that the exclusive privilege now gives to you at King's Cross, you have no particular reason why it should not be adopted?—No, of course not, if the public are protected. It was because they were not protected, or not sufficiently protected previously, that the privilege was adopted.

9094. Then really the privilege has been adopted at King's Cross to give the public that protection and security that without that privilege they did not previously enjoy?—That is it.

9095. And in the event of the regulation of the hackney carriages and police administration being improved so as to give all and more than what your system gives, you would not object to it?—No, I should not at all object. Nobody would object to get the same thing done by somebody else without incurring expense. But, as I said before, I should like to see what I am going to have before I assent to it.

9096. Have you had any experience with the officers of the Royal Society for the Prevention of Cruelty to Animals?—No.

9097-8. Have they access to your premises?—Yes.

9099. Have you any recollection of any incident taking place in connexion with the exercise of their duty?—No. On the contrary, if they found a horse that was bad among our privileged cabs, I should be down upon our superintendent then because he had neglected his duty.

9100. Do the police inspectors ever visit your station?—Do you mean the outside police inspector?

9101. Yes?—I do not know. I have seen plenty of policemen about at various times, but I have had no official inspection.

9102. But you have no objection, of course, to their coming in?—No, they rather help us than otherwise.

9103. (*Mr. Lough.*) You have a station in Leeds, have you not?—Yes; a joint-station with the Lancashire and Yorkshire.

9104. There is no privilege there, is there?—No, not that I am aware of. Will you allow me to say that I do not know, but I will let you know.

9105. We have had the Leeds chief constable here, and he has told us?—There are some cabs there that are marked our station, and whether those have any privilege and pay any consideration I do not at this moment know.

*9106. He has told us that every cab in Leeds has an equal right—indeed, is obliged on its turn to attend at the railway stations; they are divided into three divisions, A, B, and C, and each is obliged to take its turn?—I was not aware of it, but I will ascertain. I should like to have my side of it as well as his.

9107. You mentioned that the Railway Association applied to the country as well as to London?—Of course, in dealing with the cabs I have thought only of London, and I have not inquired outside at all.

9108. You said that a cabman had a hard life, and you would like to make it as easy as you can?—I think he has a very hard life.

9109. When you say you want to make it as easy as you can, do you mean that you want to make it easy for your own 100?—That is what I always think of.

9110. You do not care for the other 10,000?—I will not say I do not care. The 100 are my own special children; the outsiders have only general sympathy. That is the fairest way to put it.

9111. If you were assured that the system you pursued with regard to the 100 inflicted a great deal of suffering on the others, would it tend to make you modify it?—Yes, of course; but I would like to have that demonstrated.

9112. Then, I will ask you, do you not know that the great bulk of the cabmen, as well as some of the privileged men, object to it, desire the abolition of the privilege, and think it would be a good help to them?—I can understand that those who do not get the privilege would like to share in it, because I have reason to believe there are statements by those concerned in it that it is a better thing, or rather a more certain thing, on the average, than the street work. But does it not only come to this, that you are going to average, we will say, the better earnings of the privileged men among the whole non-privileged?

9113. I do not think so, Sir Henry. I think they have very different aims in view. Are you not aware that the privileged cab masters and cabmen, at the recent conference before Mr. Asquith, were unanimous in their desire for the abolition of the privilege?—I was not aware of it. I was not present.

9114. (*Mr. John Burns.*) Are you not aware that privileged cabmen have told people that if their earnings were not supplemented by fares in the street that they could not earn wages necessary to pay for the cab?—Then why do they stick to the privilege so?

9115. Because it is a nucleus; as you stick to your third-class.

9116. (*Mr. Lough.*) I do not think, if I may say so, that you are quite clear about what the Committee and the men regard as privilege. Your privilege is, in fact, the agreement between your company and the cab proprietor to supply men?—Yes, you have got it there, the printed paper. I put that agreement in. That is all the agreement.

9117. But it is an agreement with the proprietor to send certain cabs rather than with the drivers. That is what you call the privilege?—To provide us with cabs and drivers.

9118-9. But with the other system of admitting them for a penny—it is also a privilege, only a privilege with the drivers; is not that so?—No doubt.

9120. Now it is a privilege open to everybody who chooses to go and offer his penny, provided there is room in your yard?—Yes, but only if he is wanted at the moment and there is no privileged cab available.

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* The following letter has been received:—

The Great Northern Railway,
General Manager's Office,
King's Cross Station, London, N.,
August 6, 1894.

SIR,

WITH reference to the inquiry, in the course of my evidence before the London Cab Service Committee on Tuesday last as regards the arrangements for cabs at our Leeds station, I have made inquiries, and find that it is the practice for owners of cabs who wish to stand in the Leeds station to make application in writing, and if after inspection the men and vehicles are considered suitable, the owners are required to sign an agreement, and to pay 1*s.* per vehicle per week for the privilege.

The regulations are, shortly:—The drivers of the cabs shall, when on the company's premises, be under the directions of the station-master; they shall take rank upon the stand in the order of their arrival; and any cab, horse, or driver objected to by the station-master shall immediately leave the station premises, and not be again admitted until the cause of the objection has been removed.

If you require any further information I shall be happy to furnish it.

I am, Sir,
Your obedient Servant,
H. OAKLEY.

Malcolm Delevingne, Esq.,
Home Office, S.W.

9121. I think those are the two rival systems, Sir Henry?—Yes, quite so. Now, then, my view of my system is that it ensures me better cabs, better horses, and better men than the average cabman.

2122. Well, I will just put in one question on the point Mr. Burns has already asked you on: if you were satisfied that sufficiently good horses, carriages, and men would be provided by some outside authority for your purpose, then you would be quite willing to try this open privileged system by which any cabman could come in?—As I say, conditional on my knowing. I will not give an unqualified assent to something that I might not agree to when I get to know what the system is. Of course, if the county council were to start being cab proprietors, and supply all the stations, we could make a bargain with the county council, because they are somebody to pull at. But we should be very unwilling, I think, to fall into an universal arrangement without any concentrated authority or concentrated person to be responsible to us.

9123. Well, but I do put it, that if we had a system of inspection of all three branches of the trade, it would secure?—Yes, but you know, Mr. Lough, that no general inspection can be half as good as the inspection and examination which is influenced by a direct personal interest, and that is the sort of examination we subject our cabs to. It is to our interest that they should be good.

9124. You would not lose much; you might charge the 1*d.* for admission?—Dismiss the 1*d.*

9125. It enables you to get a fund to make it comfortable in the yard. You would not admit a cab that was not in a good state?—I have inquired into that, knowing that you were sitting. The great difficulty would be, supposing we wanted to reject a cabman and he would not go, ought our policeman at the gate to struggle with him, take his horse, and back him into the street?

9126. Put down his number, summon him, and have his licence marked?—We cannot spend our lives in the police court.

9127. Do you, as a matter of fact, reject cabs which the privileged proprietor sends?—Certainly, send them back, will not have them in the station at all.

9128. Have you to do that often?—No. Suppose he sent an old cab, perhaps the cab we had passed was out of repair, and he sent an old cab, something that was not reputable, we say, "We will not have that—take it away."

9129. Have you any record of how often that has happened?—I can get it you, but we have very few, the most recent being this. At the commencement of this year, before the cab question was up, I had all cabs examined. I insisted that every hansom should have india-rubber tyres and mats. As a consequence, six of the then existing cabs were rejected, and india-rubber tyres provided to all our hansoms and india-rubber mats for the feet. And there were four or five four-wheeled fellows that were not in good condition, and the proprietor was told that we could not pass them again, he would have to take them out in three months.

9130. So, then, you have frequent cases?—Not frequent; no.

Sir H. Oakley.

31 July 1894

9131. Well, you have cases?—Cab cases, yes.

9131. Where the privileged proprietor, by means of the privilege, sends you in bad cabs?—No, I must not say that. It would be unfair to the men. They do not do that as a rule, only accidentally; if one of his cabs breaks down he sends us another, and if we do not like it we send it out of the yard—that is all.

9133. Are you aware that your station has the reputation of having the worst lot of cabs in London?—I was not aware of it. The moment I go back to King's Cross I will see whetherwe can not brighten them up.

9134. Do you know anything about the supply at Paddington?—It is all on the same principle.

9135. They charge 4*s.* at Paddington?—Does that make them better?

9136. It is supposed to enable them to command better terms—india-rubber tyres?—I thought the grievance was that 4*s.* was too much.

9137. I put it to you whether the privileged system may have influenced exactly in the opposite direction of what you state, namely, that having made a bargain with the proprietor to pay so much, you can hardly resent his sending in anything he pleases?—We do not do that. We charge him as little as we possibly can, and insist upon having our own way.

9138. When you spoke of the convenience of the public, you only meant your passengers again?—That is all.

9139. Your customers?—Our customers. I am paid to look after them.

9140. You do not care a straw about the public of London?—I do not say I do not care a straw.

9141. I do not mean to put it so strongly as that, but you do not take them into your account?—No.

9142. You mentioned that you had heard that there had been a failure at the Charing Cross Station with the free system?—Yes.

9143. Did you know that it was chiefly on financial grounds?—No; I did not so understand it. Sir Myles Fenton told me that was not the reason. It was because of the difficulty of dealing with the cabs in the yard in their limited space. But I would rather you ——

9144. Yes; we did ask Sir Miles Fenton about it?—Well, he is the authority, because I can only know it second-hand.

9145. (*Mr. John Burns.*) When your privileged cabs are exhausted, then only is the outside cab introduced?—Yes.

9146. And, as a matter of fact, the outside non-privileged cab does come to the relief of you and your passengers when the privileged cab supply fails?—Certainly.

9147. And in so far as it does, you are obliged?—Yes, you may take it 10 or 12 per cent.

9148. Mr. Whitmore asked me to put this: What would the Great Northern Railway do if the present system of privilege were prohibited?—Well, I should like to consider that.

The witness withdrew.

[Adjourned till Thursday at 11 a.m.]

SEVENTEENTH DAY.

Thursday, 2nd August 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (Chairman, presiding).

Mr. F. J. S. HOPWOOD, C.M.G. | Mr. T. LOUGH, M.P.

MR. MALCOLM DELEVINGNE, *Secretary.*

Sir GODFREY LUSHINGTON, K.C.B., Permanent Under Secretary of State for the Home Department, called in and examined.

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9149. (*Chairman.*) I would ask you first if you would be good enough to state the history of the regulation of the cab traffic?—Before I answer that question I may say that I am the Permanent Under Secretary at the Home Office, and that of course the Secretary of State is anxious to give every assistance to this

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inquiry that he can, and that I am here for the purpose of giving whatever information I possess to the Committee, but any opinions which I express are, of course, my own personal opinions and do not commit the Department. I may also say that I had a good deal to do personally with the preparation of the existing order of the Secretary of State, that is 25 years ago, but my memory is imperfect on the subject, beyond that I recollect that a great deal of pains were given to the matter, and that at that time the cab trade was in a state of considerable ferment.

9150. Then, Sir Godfrey, would you be kind enough to give us your historical review of the case?—Well, the history of the cab trade furnishes a few items which, though of no practical importance, yet perhaps may be not without interest to the Committee. First of all, as to the development or evolution of the authority administering the Acts, there have been a series of changes in this matter. The first authority was a Board of Special Commissioners, who combined in themselves a multiplicity of functions. They issued licences and collected revenue, they made byelaws with the consent of the Lord Chancellor and the Lords Chief Justice.

9151. (*Mr. Hopwood.*) Had they any technical knowledge of the cab trade in any branch? Of horses or cabs?—I do not know, but I should think not. They made byelaws to regulate the conduct of the proprietors and the trade generally, and also they were a court which adjudicated on all complaints and offences against cab law. (9 Anne, chapter 23, sections 12, 13, 16.) The next step which was taken was in 1831, a long time afterwards, by which the licensing duties were transferred to the Commissioners of Stamps. (1 and 2 William IV., chapter 22, section 62.) That in itself, I suppose, was a mere formal matter, but an important change was that the adjudication of complaints and offences was now transferred to a metropolitan police magistrate. Then a few years afterwards, in 1838, the licensing work was transferred to a registrar of public carriages to be appointed by the Secretary of State. (1 and 2 Victoria, chapter 79, section 4.) In 1843 we have the first mention of the Metropolitan Police, the Commissioner is brought in, but only to appoint the standings. In 1847 the duties were transferred from the Commissioners of Stamps to the Commissioners of Excise. (10 and 11 Victoria, chapter 42.) That I presume was formal only. In 1850 all the registrar's powers were transferred to the Commissioner of Metropolitan Police, acting under the authority of the Secretary of State. (13 Victoria, chapter 7.) In 1867 was passed the Metropolitan Traffic Regulation Act, which assigned certain functions to the Secretary of State (30 and 31 Victoria, chapter 134), and then in 1869 (32 and 33 Victoria, chapter 115) the tax—I do not say, was removed, but was very greatly diminished, and the system of issuing licences for fees was introduced. At the same time the whole trade was placed under the Secretary of State, and the Commissioner of Police acting in accordance with his authority.—Then to pass to the area which was the subject of legislation. This originally was the area covered by the cities of London and Westminster, and their suburbs and parishes within the weekly bills of mortality. (9 Anne, chapter 23, section 2.)

9152. (*Chairman.*) One is familiar from old books with that phrase, the weekly bills of mortality, but I do not quite know what it covered?—Well, I cannot tell you that.

9153. You do not know what area was covered by that return?—No, it is the parishes, of course, close to the centre of the Metropolis.*

9154. You do not know how far it extended?—No; I could find it out for you. Then the next change was in 1831 (1 and 2 William IV., chapter 22, section 4), the area was made five miles from the General Post Office, and in 1838 (1 and 2 Victoria, chapter 79, section 1) it was enlarged to 10 miles, and in 1843 to the present area consisting of the City and Metropolitan Police District, which, as you are aware, sir, is larger than the county of London.—Then, in respect of duties. Originally these duties were made entirely for the purposes of revenue. The first Act, which was passed in 1710, was a Ways and Means Act, "May it please your most excellent Majesty, we, your Majestie's (most dutiful and loyal) subjects the Commons of Great Britain in Parliament assembled, being desirous of raising the necessary supplies for enabling your Majesty to carry on the present war and for other your Majestie's (frequent) occasions have therefore given and granted, &c." But in 1869 this system was altered, and though there still is a small tax of 15*s.*, the rest of the duties have disappeared, and instead licence fees have been introduced.—Then on the subject of limitation. Originally the number of hackney carriages was strictly limited.

9155–6. (*Mr. Hopwood.*) Might I ask you, Sir Godfrey, could you tell us what the 15*s.* produces in revenue at the present time?—No. I believe this tax is collected by the Receiver for the Inland Revenue, and a certain allowance is given by the Commissioners of Inland Revenue to the Receiver for the trouble and expense of collecting it. I was speaking of the limitation of the trade. Originally, the number of hackney carriages was strictly limited, and it so continued from 1710 to 1833, when all limitation was removed, and the trade thrown entirely open. (1 and 2 William IV., chapter 22, section 8.) The number of drivers never has been limited; the drivers were not licensed until 1838. (1 and 2 Victoria, chapter 79, section 4.)

9157. That covers the historical part?—I do not know that there are any other points of importance.

9158. And now we come to the question of limitation, if you please, Sir Godfrey?—Well, sir, before we deal with the question of limitation, I think we ought first of all to consider to what extent the trade is regulated, because that will be found really to lie at the bottom of this question of limitation.

9159. Yes, no doubt. I was rather regarding the regulations as part of the limitation, the means of the limitation?—Quite so. The cab trade appears to me to be regulated solely and exclusively for the good of the public who use the cabs. The traveller is in a hurry, he has no time to make arrangements beforehand, or to pick and choose; he wants a carriage that will not break down, a horse that will not fall or kick or bolt, and a driver who is competent to drive and is steady and honest. And so with the fares; the traveller being in a hurry has no time to make a bargain with the driver, and if there was no tariff he would be liable to all sorts of imposition. It is for some such reasons as these that the cab trade is regulated in London and elsewhere all the world over by a system of licences, inspection, a prescribed table of fares, &c.; it is for the absence of these reasons, or, at all events, from the fact that these reasons do not apply to the same extent, that the fly trade is unregulated in England.

9160. (*Mr. Lough.*) What do you mean exactly by that; you mean the private flies?—The private flies can charge what they like. If you hire a fly in the country there is no fixed legal tariff; practically, of course, there is a market price for that as for everything else. But the important point in relation to the present inquiry, is that subject to these regulations which are made for the good of the public, the cab trade is left absolutely free; free, as between proprietor and proprietor, as between driver and driver, and as between the proprietor and the driver. There was no thought in the Legislature of conferring any advantage or privilege on either the proprietor or driver; there was not intended to be any monopoly or protection of the trade from any outside competition, whether from the fly trade, or from omnibuses, or from tramways, or from underground railways. And, in particular, I may say, as stress is laid upon that, the fixing of the fares is a matter which primarily concerns the proprietors rather than the drivers. In other trades the selling price is settled by the employer, and not by the employed; the difference in the cab trade is that it is fixed for the employers. This leads me directly to the question of limitation. Limitation, of course, means protection, monopoly, and those who ask for limitation are asking for a monopoly. It does not seem to me to be necessary to argue the general case against monopoly, nor is it necessary to pretend that a good many evils do not accompany competition. But the whole course of legislation, and, not the least, legislation with regard to the cab trade, is pronounced against monopoly. I know of no reason why there should be limitation either to the number of cabs or to the number of drivers any more than there is to the number of butchers or bakers or any other traders. I also think it is quite impossible to say that there are too many cabs. Of course, at certain times—whether hours of the day

* The "out parishes" within the Bills of Mortality included on the east, Poplar, Limehouse, Mile End Old Town, Bethnal Green, Shoreditch, St. John Hackney; on the north, Clerkenwell, St. Luke, St. Mary Islington, Holborn, Bloomsbury, St. George the Martyr; on the south, St. Mary Lambeth, St. Mary Newington, Bermondsey, Rotherhithe, Southwark; and a number of smaller parishes nearer the centre. St. Marylebone, St. Pancras, Paddington, St. Luke Chelsea and Kensington were not included.

or months in the year—and at certain places as distinguished from other places, there are either too many cabs or too few cabs, but I think the mere fact that the cabs are in the street shows that they are wanted; for if they did not yield a remuneration to the proprietors and drivers they would not be there, they would quickly be withdrawn and absorbed into general trade. And I may point out that in this respect it is much easier to enter, quit, or re-enter the cab trade than many others. The total amount of capital sunk in the cab trade for each venture is very small, and the horse and the man can easily be diverted to other purposes, and even the cab itself may often be used for another purpose—turned into a fly. Then also, as another indication that there are not too many cabs, I would point to the evidence which I believe you have received that on the whole the cab trade, whether we look to the quality of the carriages, the quality of the horses, or the character of the driver, is improving. Those are circumstances which do not indicate an over-crowded trade. Then I should point out that it is really impossible for the Secretary of State, or the Commissioner of Police—yet those are the persons who are possessed of the best information—to determine to what extent limitation is advisable or necessary. In fact, so difficult is it that if you could suppose that they did prescribe limitation, both they and everybody else I believe would be in the dark as to whether the limitation which had been prescribed had been useful and prudent or the reverse. I think I can best emphasise my views on this subject by taking the instance of the metropolitan stage traffic. I have here before me the statistics showing the increase in the number of omnibuses year by year. Now, let anyone place himself some years back, we will say in 1881, when, roughly speaking, the number of omnibuses in London was 2,000 (the exact numbers are 1,943). If anybody had been asked then, ought not the number of omnibuses to be increased or decreased in London, of course they would have admitted at once that there were some elements pointing to increase; but they would also have pointed out that there were various other circumstances which rather indicated that the omnibus trade would go down, that is to say, there were the great rivals—the tramways and the underground railways which were in active operation. If now the Secretary of State had in 1881 been invested with the responsibility of saying whether the trade should be limited or not, probably he would have said, "Let it stay at 2,000," and I do not know that anybody would have been able seriously to criticise that decision, or that the people of London would have found out what a serious mistake had been made. But, as it is, various new speculations have been made, and the proprietors of stage carriages have found out that it is more profitable to have a number of passengers at small fares than few at high fares, and the result is that the number of omnibuses, notwithstanding all their rivals and competition, has enormously increased. It is now, instead of being 2,000, 3,438. The moral, of course, is obvious; if the Secretary of State had limited the trade at 2,000 or 2,500, there would have been really a general loss all round, a loss of convenience to the public, a loss to proprietors and others who were willing to invest their money in the trade, and an equally large loss to those who are employed in the trade, the drivers and conductors, and horsekeepers, and so on.

9161. (*Chairman.*) That is all you wish to say at the present moment on limitation?—On limitation.

9162. Now I will ask you about the question of the accounts, if you please. Do you think that a balance-sheet is desirable?—My opinion is that a balance-sheet is not desirable, and I will explain my reasons at some little length. The Statute of 1869 enables the Secretary of State to fix the fees subject to a maximum, the maximum for a proprietor's licence is two guineas, for a driver's licence 5*s*.

9163. (*Mr. Lough.*) Is not the proprietor's 40*s*., sir?—The maximum, two guineas. The Secretary of State exercising his powers under the statute has adopted the maximum, or something very close to it. For a proprietor's licence the sum demanded is 40*s*.—and for a driver's, 5*s*. Before the Act of 1869, as I have already stated, proprietors had to pay a heavy tax for their licences; now all that they pay is the fee of 2*l*. for their licence, and a tax of 15*s*. Drivers, ever since they were licensed, which was in 1838, under the Act 1 and 2 Victoria, chapter 79, section 6, have always paid 5*s*. for their licences. The Act of 1862 simply requires the price of the licence to be paid into the Metropolitan Police Fund, and under the General Acts relating to the Metropolitan Police an account of that fund has to be annually rendered to Parliament. The Act of 1869 does not require a balance-sheet. The exact words are in section 12:—"The said Secretary of "State may appoint such officers and constables of the "Metropolitan Police Force, and for the City of London "of the City Police, as he thinks fit to perform any "duties required to be performed for the purpose of "carrying this Act into execution and may award such "sums as compensation for their service out of the "monies raised under this Act as he may think just." Therefore the receipts are to be paid to the account of the Metropolitan Police Fund, and certain sums are to be paid out of those receipts, and there is no direction as to the appropriation of the balance, no direction to have a separate account. Now I may say at once that I feel sure that Parliament never authorised these fees for the purpose of adding revenue to the Metropolitan Police, nor, on the other hand, whilst Parliament contemplated that the receipts should cover the expenditure did it contemplate an exact balance-sheet. These fees in fact are treated very much like any other fees received for services rendered, as, for instance, the fee for naturalization certificate, fees of clerks of the peace.

9164. (*Mr. Hopwood.*) Where are the naturalization fees carried to, Sir Godfrey?—They are paid into the Treasury.

9165. Into the Consolidated Fund?—They are appropriated in aid of the Home Office Vote. The fees for these licences, as fixed by the Secretary of State, never gave rise to any complaint until quite lately, when persons, misled by the form of the account of the Metropolitan Police which is presented to Parliament, formed the erroneous notion that large profits are made by the Metropolitan Police out of the transaction. The reason why the form of the Metropolitan Police Fund Account misled them was this: it contained on the one side all the receipts, and on the other it contained the ascertained and definite sums which had been expended, with the exception of the sums for the services of the police employed. These did not appear as a separate item; they were contained in the general item showing the cost of the pay and clothing of the entire force, but making no apportionment with regard to the Public Carriage Department. Now, I am quite sure that if it were made clear to the Secretary of State by this Committee, or otherwise, that the fees for the licences were excessive and operated harshly, the Secretary of State would be most willing to lower them; but I wish to state the objections as they occur to me why a balance-sheet should not be presented to Parliament. In the first place you will observe that there will be required not one balance-sheet, but four balance-sheets. If the proprietors are not to pay for the drivers, and if those interested in omnibuses are not to pay for those interested in cabs, or *vice versâ*, then there must be four balance-sheets, one for the stage carriage licences, one for stage carriage drivers licences, a third for hackney carriage licences, and a fourth for the hackney-carriage drivers' licences. This, of course, would be a considerable trouble; but a much more serious difficulty is this: that many of the items in the expenditure side would not be ascertained items, but would be estimated items, apportioned items, or generally, I may say, items of a very disputable character; and you will understand at once how this is when you consider that the police who are engaged are engaged partly on carriage duty and partly on their ordinary police duty, and therefore, to form an exact measure of apportionment between these two duties, and still more to provide for a sub-apportionment of the sums between the sub-divisions of the various departments relating to public carriages, would be a mere estimate, and would give rise to endless controversy. For instance, take the cost of police at standings. I can understand some person considering that this ought not to be charged to the cab trade at all; that it ought to be simply considered as a part of the expenses of the police for the general public. On the other hand, an appeal might be made to the terms of section 12 of the Act of 1853, requiring the Commissioners of Police to appoint persons to enforce good order at hackney carriage stands, and section 12 of the Act of 1869 which I am quoting to you, which directly orders that the Secretary of State is to appoint such officers of the police as he thinks fit to perform any duties required to be performed for the purpose of carrying the Act into execution, and to award such sums by way of compensation for their

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services out of the moneys raised under the Act as he may think just. There is also this argument: I suppose it might be said that the cost of police in looking after the standings ought in equity really to be charged, not to the general public, but to such of the public as use the cabs. Well, now this is practically what is done, because the money is paid in the first instance by the proprietors and by the drivers for their licences, and they are supposed to recoup themselves for this expense, as they live by their trade; they are to recoup themselves for this expense by the money they receive from those who use their carriages. Now without deciding on this knotty question, and of course it is only one of a great many knotty questions, I think I have said enough to show to this Committee that any attempt to present an exact balance-sheet should be an experiment of a most unsatisfactory kind. It would simply give rise to discussion, and would content nobody; therefore on those grounds I certainly could not recommend that a general balance-sheet should be required; but I will repeat that the Secretary of State will be quite willing to reconsider the fees to be demanded for the licences if a well-founded representation were made to him that they were too high. It seems to me, however, that any such proposal would necessarily be limited to the fees for the carriage licences; I cannot understand how the fees for the drivers' licences can be considered too high.

9166. (*Chairman.*) Is that all you have to say on the subject of balance-sheets, Sir Geofrey?—That is so.

9167. We should be glad to have your views on the privilege system, both as respects the cabs and omnibuses, if you have considered those?—To take the question first of privileged cabs. The complaint, as I understand it, is that railway companies, instead of admitting all cabs without restriction and free of charge to their stations, admit only selected cabs, and require the drivers or proprietors to pay a weekly sum in consideration of the privilege, First of all, to consider this from the point of view of law—this is a legal question which is raised, and it has been decided by the law-courts. Railway property, I need not say, is not public property; it is private property, subject only to such restrictions as Parliament may have imposed upon railway companies. One of such restrictions, and a most important one, is that prescribed by the Railway and Canal Traffic Act of 1854, 17 & 18 Vict. c. 31, s. 2, which forbids a railway company from giving any undue or unreasonable preference, or advantage to or in favour of any particular person or company, or any particular description of traffic. If therefore cab-drivers or anyone else can show that an undue or an unreasonable preference is given, then the court of law will interfere to put an end to it. Accordingly, it has been decided in one case with reference to Kingston Station, where one omnibus was excluded and all the others were admitted, that this was an undue preference, and the public were not properly considered. On the other hand, it has been decided that restriction or selection if shown to be for the advantage of the public is permissible. For instance, in the case of Painter v. The London and Brighton Company 2. Common Bench new series 702, The Brighton Company allowed cabs of only five proprietors to enter their yard, and in another case, Beadell v. The Eastern Counties Railway Company 2 Common Bench new series 509, The Eastern Counties Railway Company gave or rather sold for 800*l.* a year the monopoly of their yard to a single proprietor, yet in both cases the arrangement was upheld by the courts because proper regard was had for the convenience of the public. And in the Ilfracombe Public Conveyance Company v. The London and South-Western Railway Company 1 Neville and Macnamara, page 61, the Lord Chief Justice in refusing the rule observed—they are words to which I would especially call the attention of this Committee:—"That it was much for the convenience "of the public that the railway companies should make "arrangements for the attendance of a sufficient number "of carriages for the conveyance of passengers arriving "at their stations, whether in town or country; that "if anyone might indiscriminately bring his carriages "for that purpose, it would give rise to great confusion "and distraction; that in all these cases, therefore, it "must be clearly shown that the cases complained of "occasioned inconvenience to the public, and regard "must be had to the general convenience of the public "rather than to the wishes or interests of individual "jobmasters." It seems to me that where there is abundance of space, it might, perhaps, be feasible to admit cabs indiscriminately. I say perhaps because there is great necessity of course for discipline in a railway station; but at all events where the station space is restricted, there selection becomes absolutely necessary for the public convenience, and in this respect it seems to me that the London and South-Western Railway Company are exactly in the same position as their neighbours. To their York Street yard they admit any cab on payment of a penny because there they have ample space, but in their Hampton Court siding, which, like the yards of other companies, is restricted and would require four officers to check the entry of the cabs, there, just as much as any other company, the South-Western Railway Company selects and makes a special charge on those selected.

9168. (*Mr. Hopwood.*) In the latter case the selection is made by agreement with the driver, and not by general agreement with the proprietor?—That is so; that is a difference, but it is not a material difference.

9169. It creates a different form of privilege. It has been contended by witnesses before us that there is no objection to the penny payment, but there is grave objection to entering into agreements with proprietors to supply particular cabs. The objection is to the cabs rather than to the drivers. Under the Waterloo system as we understood Mr. Scotter, at the Hampton Court Station the man has the privilege; he may bring any cabs he likes. He might go to one yard to-day and to another yard to-morrow, and as long as his cab is good and will pass the inspector at the gates, there is no obligation upon him to bring the same cab every day. That would throw open all the cabs in London to be hired for the day by the more privileged driver?—Yes; that may be an advantage in the Waterloo system, but there still remains the invidiousness of selection; the inequality which is necessarily constituted by selection. They are the happy ones inside, and the sorry ones outside.

9170. In the selection of the men?—Yes.

9171. I was really only drawing attention to the pressure which has been put upon us by the men who have come here to compel the railway companies to make agreements with the cabdriver and not the cab proprietor; they draw a strong distinction. Of course I do not say that there is anything in it?—My answer to that is this: If you can show that the arrangement, whatever the arrangement may be, does not properly meet the convenience of the public, and that there is undue preference shown, the Law Courts will interfere, but they will not interfere in favour of one system because it seems to them a little bit better than another system, or because it is more popular with the cabdrivers or more popular with the cab proprietors, and if the Law Courts see no cause for interference, it is not likely that Parliament will. Further, if what is done is not an unreasonable preference, then it remains equally legal, although it is done for profit. Railway companies carry on their business for profit, and if their proceedings are legal, they cannot be interfered with because they are profitable. As a matter of fact, I think it must be admitted that the primary consideration which is entertained by the railway companies in making these arrangements is to consult the convenience of those who travel by their railway, and I also very much doubt whether they do make a profit by it; that is to say, if all the items of expenditure are taken into account which ought to be. Here again, of course, we trench upon dubious ground, as I have described before with reference to the Metropolitan Police, but if you are to take into account all the expenditure which the railway company has incurred, not only in paying for police and other officers to look after the cabs, paying for the cost of watering or cleaning the station, but also the cost of obtaining a site and building the premises—a site which is used entirely, or almost entirely, by cabs. I think you would find there would not be much balance in favour of the railway company. Well, then, always supposing there is no offence against railway law, that is, no undue preference, I do not understand how anybody else can be heard to complain. The complaint, of course, does not come from the privileged cab owners, because they prefer to pay rather than loose the privilege. The complaint comes from the non-privileged cabs. But I do not understand how they have any *locus standi* to complain any more than any other tradesmen who would like to deal with a railway company, but find somebody else preferred to themselves. We will say, for instance, a builder in the vicinity would be glad to do business with the railway company. The railway company says, "No, I do not want you, Mr. Jones, I prefer to employ

Mr. Smith." That is all I have to say on the subject of privileged cabs.

9172. (*Chairman.*) Now, Sir Godfrey, we want your opinions, please, on the question of the privileged omnibus?—Another question. similar to the one which has just been discussed, is that of privileged omnibuses. We may put aside, to clear the question, the consideration of bespoke omnibuses. The complaint relates to omnibuses that are not bespoke, and which, though they have no licence, are allowed to ply for hire in railway stations. Here, again, the first question is the legal one; and, for this purpose, I must refer you, if you please, to the seventh section of the Act of 1879: "If any unlicensed hackney or stage carriage plies for "hire, the owner of such carriage shall be liable to a "penalty," &c. Almost every word of this may be made the subject of disquisition. First of all, the phrase "plies for hire." Well, there has been a decision (Clarke v. Stanford, 6 Q.B., 357) that where the phrase "plies for hire" is not qualified by any other words, it may mean not only plying for hire in a public street or place, but plying for hire on a private ground, as, say, a railway station. Then there arises the question, Is the privileged omnibus a hackney carriage or a stage carriage? One would, first of all, naturally suppose that it might be a stage carriage, because it is an omnibus, and the exterior of the railway omnibus is not very unlike that of the street omnibus. But on turning to the Interpretation Clause, No. 4, one sees at once that the railway omnibus is not a stage carriage. A stage carriage means "any carriage for the con-"veyance of passengers which plies for hire in any "public street road or place within the limits of this "Act, and in which passengers, or any of them, are "charged to pay separate and distinct fares for their "respective places or seats therein." Well, neither of these qualifications is, of course, satisfied in the case of the privileged omnibus; therefore it is not liable to the seventh section as a stage carriage. Well, then, is it a hackney carriage?

9173. (*Mr. Lough.*) You describe the large one; I do not think you discriminate between the large one and the small one?—I do not understand the question.

9174. All that Act would cover the large omnibus, which goes from the Great Northern, say, to the South-Western, and which picks up passengers on the way, and which has the privilege of entering the station yard at both ends, and which charges fares; that is one railway omnibus?—Then that, of course, would undoubtedly be subject as a stage carriage to be licensed. But I was not aware that there were railway omnibuses that picked up passengers on the way.

9175–6. There are. I want to point out that that does not cover the other omnibus, which is a small one, obviously different from the street one?—I quite admit that if, of course, the railway omnibus does comply with these conditions, that is, if it plies for hire in a public street or road, as it would do if it picked up passengers on the way, and if also it charged separate fares for separate passengers, then, of course, it would be a stage carriage.

9177. (*Chairman.*) Are they licensed?

9178. (*Mr. Lough.*) And the driver licensed?

9179. (*Mr. Hopwood.*) Yes.—They must be licensed, of course. Then, the second question is, is the railway omnibus a hackney carriage? The term "hackney carriage," by section 4, means, "any carriage for the "conveyance of passengers which plies for hire within "the limits of this Act and is not a stage carriage." Well, I do not know that it was so intended, but I should say that the privileged omnibus would be a hackney carriage within that definition. If so, of course, if it is not licensed, then there is a breach of the Act. Further, apart from the mere technical question of legality, I also think that it is unfair that the privileged omnibus should not be licensed like cabs. It is not fair that the Legislature should say to one set of people, "You shall not carry on a particular trade unless your "omnibus be licensed," and at the same time allow another set of people to carry on that which is identically the same trade, without being licensed. It must be admitted that the privileged omnibus is a very great public convenience, and one which ought not to be abolished. It must also be admitted that the reasons which have led to the licensing system of cabs are not strictly applicable to these omnibuses; that is to say, the system is not necessary for the protection of the public. The hirer of a railway omnibus, of course, feels that he is dealing with the railway company. But though these reasons are just in themselves, I think they are not sufficient to justify any exemption being given to railway companies in the matter. But, in conclusion, I must point out, that the grievance of the cab trade in this matter seems to me, after all, very small. Supposing the grievance is redressed, the only consequence will be this, that the privileged omnibus will be no longer privileged—a licence will be taken out either by the railway company, if that is lawful, or, if not, by some person acting with the consent of the railway company, and the trade will go on as before. The cab trade will be no better off than it is now.

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9180. (*Chairman.*) On the question of fares we shall be glad to know your opinions?—On the subject of fares, a very important one, I have not much to say. The tariff was framed in 1869, with very much consideration from the police, and, on the whole, I think, has worked very smoothly for 25 years. But I may touch on a few points. First of all, the compulsory sixpenny fare. This, of course, would be a gain to the public who use the cabs; whether it would be a loss or gain to the proprietors or drivers must be a doubtful matter. But unless there is a clear general opinion in favour of a change I certainly would not recommend it. It has been tried, and failed. Cabmen are a sensitive race, and they are particularly sensitive to ridicule; and they are very difficult when they once get off the path to be brought back to reason. I believe you have had evidence before you already that although a sixpenny fare may be taken by a cabman, yet no cabman will announce his as a sixpenny cab, for fear of ridicule from his comrades; and I may also point out that in 1867 or 1868, the metropolitan cab trade utterly rejected with scorn an attempt which was made to require them to carry a metal flag, although that system works smoothly, and, I believe, satisfactorily in some other places.

9181. (*Mr. Hopwood.*) Was that an attempt to require them to do it?—Yes, to require them. Therefore, it would be very imprudent, I think, to propose any change of this kind, unless it were distinctly asked for. The next point is as to the alteration of the four-mile radius. My opinion is that something like an inner and outer area is absolutely necessary. But that the inner area should be a mathematical circle, described by a radius as the crow flies, this appears to me to be a very crude device; and I dare say the time has come when the arrangement should be revised by transferring to the inner area certain parishes and localities which, from a cabman's point of view, are busy districts; but anything like having one uniform tariff over the whole Metropolitan Police District I think is impracticable. It would really be rejected by the cabdrivers. They would all leave the outer parts, or the not busy parts, for the inner and busy parts; and I think the inhabitants of the outer parts of the district, by the paucity of cabs, would be very soon brought to take a more reasonable view of the situation. Next I may mention one or two inequalities in the law of which the cabmen complain. A driver, under the existing law, may not, under penalty, agree to have more than his fare. On the other hand, he may agree to have less, and if he does he must abide by his bargain, also under a penalty. These two rules seem to operate unequally. But the first, of course, must be maintained, for if an agreement to take more were once allowed, there would, as has been said already to the Committee, be an end to the tariff altogether. The second rule is by no means so necessary or important; but the power to take less cannot be an injury to the cabman, because he voluntarily adopts it; and if he is to be precluded from that, the only effect to him will be, as far as I can see, that he will incur a certain loss—he will not get certain journeys which he now does get. Then there is another inequality which I may mention. In case of a disputed fare, the traveller can compel the driver to take him at once to the nearest Police Court or police office, but the driver cannot compel the traveller to go with him. This, of course, is an inequality; but I do not see how it can be avoided. A traveller's time may be, no one can say how valuable, and, of course, the driver, if he is in the wrong, cannot possibly pay compensation for it. On the other hand, a cabdriver's time has a limited value, and the traveller is presumably able to pay for it if so required.

9182. (*Chairman.*) Well, now, Sir Godfrey, in our inquiry we have heard a great deal about what is vulgarly called bilking; and we shall be glad to know whether you have had any official experience on the

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subject, or formed any views upon it?—We have had no official experience until quite recently, when there has been some proposal made for the alteration of the law. Bilking, I may say, is a very old offence. The Statute passed in 1808–48, Geo. III., chapter 87, section 7, provides—"Whereas it hath frequently "occurred that persons hiring and taking hackney "carriages to Vauxhall and other places of public "resort and elsewhere have directed the drivers "thereof to wait, and have not returned to the great "loss and prejudice of the owners of such coaches, for "remedy thereof be it further enacted, that from and "after the passing of this Act it shall be lawful for "every hackney coachman so hired, and taken, and "directed to wait, and they are hereby empowered to "ask, demand, and receive of, and from the person or "persons so hiring and directing them to wait as "aforesaid, a reasonable sum in hand over and above "the fare."

9183. What is the date of that statute?—That was 1808. For the genuine bilker—by which I mean the man who intends to pay nothing at all, and does pay nothing—I should naturally say that no procedure can be too severe—arrest by warrant, arrest without warrant by the constable, and even by the cabman. But it seems to me that this is mere academic discussion. In actual practice, unfortunately, the cabman generally does not catch the bilker; the bilker is gone, vanished round a corner, and the cabman sees his face no more. Now, of course, that is a case which no law can deal with. But supposing the cabman does catch the man whom he suspects of bilking. There can be nothing like certainty that the man is a genuine bilker until he has been so convicted by the court as such. For instance a cabman has been bilked in the morning, in the afternoon he sees some one and recognises him as the man whom he carried early in the morning. But it may turn out that he has made a mistake in identifying the man; and a mistake may very easily be made—the cabman only sees the traveller just as he gets in and gets out of the cab. Again, supposing a different case from that—that the traveller when called upon to pay by the cabman at the end of the journey says he has got no money, and perhaps that he does not mean to pay anything. Well, now, there are various circumstances which would put quite a different complexion upon the matter, and make it very much less serious. The traveller was only joking when he said he had no money, or the traveller had made a mistake—come away from home without his purse, which unfortunately happens to many of us, or, again, the traveller had his purse with him, but he had forgotten to pay—that also is a misfortune which has happened, I should think, to most of us, only we have been found out in the end and have had to pay the cabman a considerable time for waiting. Now, under these circumstances, it seems to me absolutely out of the question to give to the cabman the power of arrest on the ground that the traveller is a bilker. I would just suggest one example out of myriads that might occur. Supposing the Prime Minister, bound to a Cabinet Council, took a cab and discharged it, not in Downing Street, where he would have friends to certify to his respectability, but, we will say, at the foot of the Duke of York's column. If he got out and said, "I am very "sorry, I have forgotten my purse, but I am the Prime "Minister," the answer of the cabman might be ——

9184. (*Chairman.*) "You all say that"?—"You all "say that; I see you are a regular bilker; I will arrest "you." Well, now, it is only necessary to mention such a possibility to see that the proposal to give the cabman the power of arrest is one which cannot be entertained for a moment. I also think that no power of arrest, without warrant, should be given to a constable. But it does seem to me to be reasonable that the traveller should be required to give his name and address, and that he should be subject to a penalty if he refuses to do so, or gives a false name and a false address. Such a rule, I admit, would not meet every case; but it is all that seems practicable. I do not think it would be of any use to enact that the driver might at all times at starting require a deposit in order to prevent his being bilked. I am sure that would never be done. The cabman would see that if his journey is to end, as he hopes, in an extra payment, it would be a bad beginning to treat his traveller as a man who was likely to deceive him.

9185. (*Mr. Lough.*) I would like to point out, Sir Godfrey, at the beginning you said that in a case of fraud—bilking—you would give the right of arrest to the constable, or even to the cabman; but you conclude by saying that you would give no power of arrest to the constable?—I said if the man was labelled a genuine bilker—if there was no doubt he was a genuine bilker—there would be no objection to giving power to arrest him. But, as I say, you cannot know that he is a genuine bilker until he has been convicted as such.

9186. Well, then, practically, you will not give any power to arrest?—Certainly.

9187. Nor any better remedy against the bilker?—With the exception that the traveller should be required to give his name and address.

9188. That is no change in the present law. Any man now is required to give his name and address?—I do not think that is in the Cab Acts, is it?

9189. Yes, I think so. The complaint of the men is, that there is no test as to whether they give a true name; and you do not suggest anything to meet that?—No, I do not.

9190. If a man says, "I am John Smith, of Hammersmith"—that is all you suggest. Well, that is the law now?—I do not think it is the law.

9191. (*Chairman.*) That is an important point, Sir Godfrey. We must ascertain that. We certainly throughout have been under the impression that it is. It has been stated, or assumed, to be the law; and I do not think we have disputed that it is the law?—It is the universal practice. I was going to say that there are cases, of course, in which—where the constable has reason to believe that a false name and address have been given him—he may detain the person until he has made inquiries. Such is the case, for instance, under the Licensing Acts, where if persons are found on the premises during closed hours, they have to give their name and address, and if the constable has reason to suspect that they are not telling the truth, he may detain them. But I think that would be too large a power to give in the case of a person using a cab. He is very different from a person who is merely toping in a public-house.

9192. (*Mr. Lough.*) Then, really, you recommend no change?—Just that limited change of making it obligatory that a traveller should give his name and address.

9193. Yes, but you would not allow him to be detained?—No.

9194. (*Chairman.*) Is that all on bilking?—No, sir. Passing now from what has been called the genuine bilker to a person who is something very different, namely, the traveller who pays short fare, or from whom the fare has to be recovered, the process which the cabman has to take is the process of recovery of civil debt; and of this the cabman complains as being ineffectual. The process, I may say, is regulated by the Summary Jurisdiction Act, 1879, an Act which was not limited to cabmen, but of perfectly general application; and it had for its chief object to mitigate the rigour of former procedure, and thereby to protect the poor man, who was unable to pay, from harsh and unnecessary imprisonment. Before the Act of 1879 there were special modes of procedure prescribed by special Acts, and then in default of any being so prescribed by the special Act, a mode was prescribed by the general Act known as Jervis' Act. The Act of 1879, in the case of civil debts, swept away all the various procedures, which were very numerous indeed, and in their stead established one uniform procedure, and that of a very mitigated character. The effect of the change may be best shown, I think, by exhibiting in comparison, the steps to be taken in succession under the normal procedure prescribed by Jervis' Act, and the steps to be taken under the procedure prescribed for the recovery of civil debts by the Summary Jurisdiction Act, 1879. I will briefly state them. Under Jervis' Act, proceedings began by a complaint; the complaint was followed by a summons; there was no power to issue a warrant at that stage, but if the summons was disregarded, then there was power to issue a warrant; then the case was heard, and the order, we will suppose, was made directing the money to be paid (section 19); if it was not paid, there was distress (also section 19), and if there were no goods on the distress, then there was imprisonment (section 21), and in a great many cases where it was admitted or shown that there were no distrainable goods, or that distress would do more harm than good, then imprisonment followed immediately on default of

complying with the order. Those were the proceedings under Jervis' Act. Then under the Summary Jurisdiction Act, 1879, a special procedure was prescribed for what are called civil debts. This will be found in sections 5 and 35. Proceedings begin by a complaint; the complaint is followed by a summons, but in no case can a warrant be issued; then the order is made for payment, then distress, but there is no imprisonment unless proof is given that subsequent to the order the debtor has had means to pay and has refused or failed to pay. Now, it will be readily understood that it is seldom worth while for a cabman, for the sake of recovering his 2*s.* or 3*s.*, to spend his time in making inquiries whether or not the traveller has had the means to pay. The traveller might live out of London. Under these circumstances Sir John Bridge recommends return to the old enactment relating to cabs, 1 & 2 William IV., chapter 22, section 41, under which any "person who "shall refuse or omit to pay the driver of any hackney "carriage, the sum justly due to him for the hire of "such hackney carriage, or if any person shall deface "or in any manner injure any such hackney carriage, "it shall be lawful for any justice of the peace, upon "complaint thereof made to him, to grant a summons, "or if it shall appear to him necessary a warrant for "bringing before him or any other justice such de-"faulter or defender, and upon proof of the facts made "upon oath before any such justice, to award reason-"able satisfaction to the party so complaining for his "fare, and for his damages and costs, and also a "reasonable compensation for his loss of time in "attending to make and establish such complaint, and "upon the refusal of such defaulter or offender to pay "or make such satisfaction, it shall be lawful for such "justice to commit him to prison, there to remain for "any time not exceeding one calendar month, unless "the amount of such satisfaction shall be sooner paid; "and it shall also be lawful for such justice, if he shall "think fit, to order such defaulter or offender to be "kept to hard labour during such imprisonment." And the imprisonment may be for any time not exceeding a month with or without hard labour. In my opinion, this is not too hard a measure for the traveller who fails to pay. Considering the smallness of the amount of a cab fare, and considering that the driver has no option, but is compelled to carry the traveller, I think that the traveller who does not pay can scarcely complain of being treated as a man who, under the Debtor's Act, is to be imprisoned, namely, as a man who has had the means to pay and has not paid. But before any determination is made to change the existing law in this direction, attention should be given to two considerations. One, that it is a rare occurrence for the cabman, when he has once instituted proceedings, to fail to get his money back, and even taking into account the bilkers, who are never brought into court at all, I should think that on the average the cab-driver has fewer debts than most tradesmen. I think one witness before you said he had never lost a fare in a number of years' experience. Another more important consideration is this, that any exemption from the Summary Jurisdiction Act is likely to open the door wider to others. There are, of course, innumerable cases, and many of them as much deserving consideration as the cab-drivers, in which the mildness of the procedure of the Summary Jurisdiction Act tends to prevent the recovery of the debt. I should like to instance the case of parents' contributions to the maintenance of the children who through the neglect of those same parents have been sent to reformatories and industrial schools. We can hardly conceive a case in which a debt ought to be exacted stringently, if not in that.

9195. I want to ask you your opinions about the present magisterial jurisdiction over the cab traffic, and particularly these two questions; in the first place, whether you think under the existing system the cab-drivers get fair play before the magistrates; and, secondly, if you would be disposed to consider favourably the project of setting up a court for cab cases exclusively?—On this subject the Committee have had many complaints. On those complaints I can, of course, offer nothing but general observations; such as have, no doubt, already occurred to the Committee themselves. In the first place the complaints come from disappointed suitors, or from persons who have been already convicted of offences. On this account they have to be considerably discounted. Some of the cab-drivers complain of the magistrates and say they are rough and impatient. Now, as a body it will hardly be disputed that the magistrates are very popular, especially amongst the poor. The poor look up to them as their natural protectors, and carry before them their grievances. But, if so, how comes it that the magistrates who are patient to the rest of the world are impatient to cabmen? Cabmen, of course, are not faultless beings; but I must say I think they have their full share of sympathy and favour from the public, and presumably from magistrates also. Then as to the proposal that there should be a court set apart for hearing cab cases. If the complaints now made by the drivers are well founded, it is to be inferred that there is something in a cabman calculated to provoke impatience on the Bench. But then how can the remedy be that which is proposed, to appoint a magistrate to do nothing but try cabmen's cases all day long and every day? According to this it would not be long before this special magistrate became the most impatient of judges on the Bench. It is universally recognized that justice is best and most satisfactorily administered by a magistrate or judges who have a wide and very varied experience. Apart from this, I may say that I do not see how by any process whatever we are likely to get better magistrates than those that we have. Our police magistrates are freely selected from the whole of England as being the persons who appear to the Secretary of State to possess the best magisterial qualifications. They are accused of being severe. I can only say that under the First Offenders Act and under the Summary Jurisdiction Act, they have ample power to treat cabmen's cases, as all other cases, with whatever amount of leniency may be appropriate. Then I will add observations on one other objection which has been made. I think it has been said that it is wrong to bring cabmen into a criminal court—the offences with which he is charged being often not really criminal offences at all. Well, but they often are criminal offences. Drunkenness, for instance. I see no reason why a drunken cabman should be treated in any different way from any other person who is drunk. The offence of crawling—I suppose it will be said to be a non-criminal one. The cabman will, indeed, say: "Well, sir, I was only trying to earn my living." But the fact is that he was trying to earn his living regardless, not only of what is fair play towards other cabmen, but of the public convenience; and that is the offence which has to be adjudicated upon. A grievance of being brought to the criminal court for something which, though an offence, is not necessarily of a very criminal character, is a grievance which is not felt only by the cabman, it is felt I should think, quite as much and more by the traveller whom the cabman brings into court. At all events, there are myriads of these non-criminal cases which have to be adjudicated upon by the magistrates. The magistrates make the best arrangement they can for the dispatch of business in their court, but it is quite impossible to treat a single class preferentially. The number of non-criminal or semi-criminal offences is of course multiplied now day by day. Parliament every session adds largely to the number of criminal offences, and it not only creates them itself, but it empowers local bodies to create them. The result is that we are surrounded on every side by what are called prohibitions of crimes. Under these circumstances it is quite out of the question to give preferential treatment to cabmen.

9196. Will you have the goodness to let us have your opinions upon the liability for luggage?—On this I may state what I believe to be the law. A cab proprietor is not a common carrier. I may refer to the case of Brind *v.* Dale, 2 Moody and Robinson 80; so consequently the cab proprietor is only liable under the general law of negligence. He is not liable unless negligence is established against him or his driver; Ross *v.* Hill, 15 L.J., C.P., 182. If such negligence is established, then by the general law his liability is unlimited. Common carriers warrant the safety of their goods, negligence or no negligence, and their liability is at common law unlimited. But under Statute 11, George IV., chapter 68, they are exempt from all liability for goods falling within a certain category, such as money and valuables if above 10*l.* in value, unless such value is declared, and an increased charge paid. This exemption holds even where the goods have been lost by gross negligence; Hinton *v.* Dibben, 2, Q.B., 646; Smith, on "Negligence," page 174. Innkeepers at common law also warrant goods, but under statute they too have a certain exemption, though it is very different from that enjoyed by common carriers. The statute places on their liability a limit of 30*l.*, unless the goods are specially delivered to them, but it gives no

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protection to the innkeeper if he has been guilty of negligence. The statute is 26 & 27 Vict. chapter 41. I think it would be not wrong for some limit to be placed to the liability of cab proprietors for luggage lost from the cab.

9197. Now, about the relation of proprietors to drivers?—I do not know whether that question has come up before the Committee, but I do not think I can do better than refer the Committee to the article in the "Justice of the Peace"* for the 28th April 1894, which considers at length all cases on the point, with the result that, so far as the public or third parties are concerned, the legal relation of proprietors to drivers is that of master and servant; that is to say, whatever the arrangement that has been made between the proprietor as to the terms on which the driver may take the carriage, if there is a collision, for instance, the proprietor would be held to be liable.

9198. And now, Sir Godfrey, there is a point upon which we have had a great deal in our evidence, and that is upon the responsibility of the proprietors to produce the driver and pay a penalty: what are your views upon that responsibility?—The arrangement is, of course, an anomalous one. It seems rather harsh towards the proprietor, and the reason of imposing on the proprietor this anomalous responsibility is, I suppose, that the driver, the cabman, is looked upon as rather a casual person, who, if he is has misbehaved is not likely to be easily found. Of course, as I have said before, the cabdriver's trade does not require a very careful apprenticeship, and it is easily thrown up and a man may leave it without any difficulty and turn to something else. I doubt, however, if practically this is a very serious matter for the proprietor. It is a matter left almost wholly in the discretion of the magistrates. If you refer to 6 & 7 Vict. chapter 86, section 35: "When any complaint shall be made before "any Justice of the Peace against the driver of any "hackney carriage, or the driver or the conductor of "any Metropolitan stage carriage, for any offence "committed by him against the provisions of this Act, "or of the recited Act of His late Majesty or of any "Order or Regulations made in pursuance of this Act, "it shall be lawful for such justice, if he shall think "proper, forthwith to summon the proprietor of such "carriage to produce before him or such other justice "of the peace as shall be then present the driver or "conductor by whom such offence was committed to "answer such complaint, and in case such proprietor "after being duly summoned, shall fail to produce the "driver or conductor, it shall be lawful for the justice "of the peace before whom such driver or conductor "should be produced (if he shall think fit) to proceed, "in the absence of such driver or conductor, to hear "and determine the case in the same manner as if he "had been produced; and to adjudge payment by the "proprietor of any penalty or sum of money and costs "in which the driver shall be convicted; and any sum "of money which shall be so paid by the proprietor "shall be recovered in a summary way from the driver "or conductor by whose default such sum shall have "been paid, upon proof of payment thereof, pursuant "to the order of the justice, and upon proof of service "of the notice herein-after mentioned: provided "always that if the justice of the peace shall deem it "proper, it shall be lawful for him when such proprietor "shall fail to produce his driver or conductor, without "any satisfactory excuse to be allowed by such justice, "to impose a fine of forty shillings upon such pro-"prietor, and so from time to time as often as he "shall be summoned in respect of such complaint "until he shall produce his driver and conductor; "and every proprietor so summoned to produce his "driver or conductor shall cause to be given to "such driver or conductor, or to be left at the "abode specified in his licence or (if such licence "shall expire after the offence committed and before "the hearing of the complaint) at his usual place of "abode, a written notice of the time and place when "and where such driver or conductor shall be required "to attend; and if such driver or conductor shall not "attend according to such notice, it shall be lawful "for a justice of the peace to issue a warrant for his "apprehension, and if after such notice any driver or "conductor shall, without a reasonable excuse to be "allowed by the justice, neglect or refuse to attend "at the time and place therein mentioned or (having "previously left the service of the proprietor so "summoned as aforesaid) shall not at the time and "place of his attendance produce his licence, he shall "forfeit the sum of 40s., and so from time to time "as often as he shall so neglect or refuse." Therefore the matter is left to the discretion of the justices, and I am not aware that discretion is harshly exercised. Whether it is necessary to maintain this somewhat anomalous enactment is a matter on which I should not like to express a definite opinion without further enquiry from the magistrates and police, how far they find it indispensable; but speaking generally it may be said it is expedient to strengthen the control of the proprietor over the driver; it is also expedient to punish the proprietor who has the means of sending the driver before the court and who evades doing so.

9199. (*Mr. Lough.*) There is one point about that that I do not think you make quite clear. We have evidence from Mr. Scott, that the summons is now issued against the proprietor as a matter of course—the first summons. Of course you are right in saying that if the proprietor came up and said, "Well, I cannot "get my driver," the magistrate would use discretion with him; but what I want to point out to you is that the proprietor, particularly Mr. Scott, is obliged to send someone always with his driver who waits and loafs about, and they consider that a great hardship?—Well I am not familiar with what is the actual practice; I think it would be better to put that question to the chief magistrate.*

9200. What I wanted to put to you was, that whereas you said it was discretionary whether any summons should be issued to the proprietor, our evidence goes to show that, as a matter of course, the summons comes to the proprietors; even in the first trivial case, and he has to send up with the driver; I think that is the effect of our evidence.

9201. (*Chairman.*) It certainly was a new point to me that there was any discretion in the magistrate; we had not got that before.

9202. (*Mr. Lough.*) There might be a discretion in treating the proprietor leniently, he might have said: "I have done all I can to get him and I cannot."

9203. (*Chairman.*) Yes, but it was new to me that there was any discretion in the magistrate. Have you anything more to say, Sir Godfrey, on the question of relations?—No.

9204. Now inspection. Nothing I think has been brought out more clearly or from more numerous quarters in our enquiry than that the present system of inspection is defective; may I ask if that is your view?—This is a matter which of course is carried out by the police without reference to the Secretary of State, and I can only say that if the Commissioner were to recommend an increased number of inspectors, the Secretary of State would have no hesitation in sanctioning augmentation of the force for the purpose. As to whether the inspection is actually sufficient or not I should hesitate to express an opinion beyond this; that if you consider the character of the trade which is carried on, that it is essentially a cheap trade; that the cab is a cheap vehicle, that the horse is a horse of a common type, that the driver may be taken to be an ordinary labourer, if you consider the enormous exposure and hard work that the cab, the horse, and the man are subjected to, if you consider also the great temptations to which the driver is liable from the intermittent character as well as the severity of the labour, the cab trade as a whole appears to be a fairly creditable institution. I believe that our London cabs compare favourably with cabs which are established elsewhere; also I think that you have evidence before you that there is an improvement throughout the cab trade; an improvement in the quality of the cab, in the quality of the horse, and in the character of the men. Then, on the subject of inspection, I am not much of a believer in the employment of experts as inspectors unless in special cases.

* See Appendix V.

* The following note has been received from Sir John Bridge, the chief magistrate:—"It is the universal practice to summon the pro-"prietor to produce the driver in all cases for offences to which the 35th "section of 6 & 7 Will. 4. c. 86. is applicable. Under the statute I think "the magistrate has a discretion to summon the driver; but this is "never done when the proprietor can be summoned. If the practice "were otherwise many offenders would escape punishment, and the "public would not have the protection which is afforded them by the "present practice. It must be recollected that the proprietor always "has the licence, and he must receive notice to produce the licence at "the hearing of the summons. If the driver were summoned it would "be necessary to serve a summons and notice at different places. "Drivers change their place of abode much more often than pro-"prietors, and a summons served on the driver at his registered place "of abode would very often fail to find him; and a change in the prac-"tice would probably lead to drivers being tempted to wear the badge "of other drivers. I would, therefore, on the whole advise that neither "the law nor the practice should be altered."

Of course the inspector of explosives, for instance, must be able to distinguish between gunpowder and dynamite, and so, again, I daresay it would be a good thing for the veterinary inspector of the highest class to visit our cab stables occasionally; but for the ordinary purpose of passing a cab-horse as fit for public work in the streets, I do not think the services of a veterinary inspector are in the least necessary.

9205. (*Mr. Lough.*) But there is no duty of that kind on anybody now; there is no duty on anybody to pass a horse now?—Well there is and there is not; I think the cab is brought up to be examined with the horse and I believe the horse is passed; of course the horse is changed from time to time.

9206. (*Chairman.*) I remember the formula. It was stated that the horse was regarded as part of the cab at the original inspection.

9207. (*Mr. Lough.*) Yes; but we had it plainly that the cab might be sent up with a Shetland pony, or anything which was never put—which might never be put—on the street in the cab, and that nine-tenths of the horses were never examined.

9208. (*Chairman.*) I think in the first instance a creditable horse was passed as part of the cab; but there was nothing else afterwards to prevent you sending the same creditable horse whenever you wanted a new cab passed?—Yes; but the discreditable horse is spotted when he goes through the streets, and then the police take proceedings. But that same difficulty would continue under every system. Similar remarks apply to the cab. I do not believe that you require an expert to pass a cab; it is not as if a cab were a superfine brougham for a lady's use; it is a rough vehicle for the public streets. One man said nobody could pass an opinion on a cab except he saw it before the paint was on. Another man said that no one could inspect a cab except he had seen it in the course of being built. This is evidently pushing the theory of inspection to an absurd extent; and I believe, for practical purposes, a select policeman could do the work of inspecting cabs perfectly, and I also think the work is done, as far as I can judge, satisfactorily. There are some bad cabs, of course, and it is easy enough to see how that can be. A cab is only formally examined once a year, while in the course of that year a number of things must happen. A cab, subjected as it is to hard work, of course requires repair from time to time, and it will very easily fail altogether; so with the horse, and so with the man; although perfectly steady on the 1st of January, he may have contracted bad habits by the middle of August. All that is perfectly true, but there must be a limit put on inspection, otherwise it can be carried to the most unreasonable degree. The extent of inspection seems to me to be a matter very much of opinion and even of pure fashion. To-day it is the fashion for multiplying inspectors, and I for one really do not know to what extent the system of inspection may not be carried. We have, I believe, for factories and workshops, for instance, about 90 inspectors. Well, what are they amongst 60,000 factories and about 130,000 workshops carried on all day and some of them all day and night too. It seems to me that the common sense point of view is this: that if you find a trade carried on, on the whole, satisfactorily, if you find that the ill-doer runs a risk of being found out, that it is rather a hazardous thing to do ill: then I say it is a great mistake to add to your inspection; your additional inspector will not be worth his money. It must of course be remembered that there are a great many other things besides inspection, which keep man or trade or profession up to the mark, and certainly these other elements are not wanting in the cab trade. The general improvement in education, the pride which a man feels in his work, the *esprit de corps*, the increased sense of social responsibility, these operate upon other men, also upon cab proprietors and drivers of cabs. The conclusion to which I have come is this, that it is for the Commissioner, who more than anyone else is qualified to take a survey of the cab trade to say whether more inspection is wanted. So far as I know, we have had no complaint from the public that more inspection is wanted, and where the complaints come from is a little more than I can say. However, I say it is for the Commissioner, who surveys the trade, to report whether more inspectors are wanted. If he does make such a report, I am quite sure the Secretary of State without any scruple would act upon it. The case is much the same with regard to steps taken for ascertaining that the applicant for a driver's licence is competent to drive. Of course, more could be done to test his competency, especially by way of actual experiment. But what is done is I believe enough. Certainly I have never myself had occasion to complain of a driver's incompetency, but I have often wondered at his skill. On the whole, I should say they drive remarkably well; and my impression is that fewer accidents are caused by inferior drivers from want of skill than by good drivers who are too quick for the unwary pedestrian, or attempt too difficult feats in crowded thoroughfares.

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9209. Does your experience acquaint you at all with the inspectors of the Royal Society for the Prevention of Cruelty to Animals and their work?—No, I have not had anything to do with them.

9210. Now, Sir Godfrey, I think there remains only one question for me to ask you, and that is, what you think about the consolidation of the various Acts relating to the cab trade?—It is quite clear that their consolidation is a work which is required to be done. I do not know precisely why it was not attempted in 1869, because there was considerable power given to the Secretary of State by his order to consolidate. The words of the Act of 1869, section 15, are "All the pro- "visions of the Acts relating to hackney carriages and "metropolitan stage carriages in force at the time of "the commencement of this Act shall subject to any "alteration made therein by this Act or by any order "or regulation of the said Secretary of State made in "pursuance of this Act, continue in force." Well, why, it may be asked, were the Acts not consolidated by the order of 1869; I am afraid I cannot give the answer to it; but I have no doubt there was some good practical reason for it. At that time the cab trade was in a very unsettled condition.

9211. (*Mr. Lough.*) It seems a normal condition for it?—Well, but at the time to which I refer it was in a specially unsettled condition. I dare say it was thought not to be prudent for the Secretary of State to deal with any more questions than were absolutely necessary, and although that section gave the Secretary of State power to repeal a great number of provisions in the Cab Acts, I think it might be argued that the Secretary of State had not an unlimited power to deal with the Cab Acts; and that he was limited by the powers which were conferred on him by this Act of 1869. But, however, the work, I think, ought to be done.

9212. Would it be a work of very great labour, or are the Acts sufficiently compendious and few in number to be easily amalgamated?—I think the Secretary of State's order meets most of the practical cases now, but there are a good number of outlying sections which would have to be incorporated.

9213. (*Mr. Hopwood.*) The recommendations given in your evidence to-day would necessitate legislation in themselves upon several points?—Yes.

9214. So that there would be a consolidating and amending Act, in fact?—Yes.

9215. With regard to the penalties which occur over and over again throughout those Acts, would you as a matter of policy recommend that they should be struck out from the Acts, and made the subject of the Secretary of State's Order, that is, would you impose upon the Secretary of State the duty of designating what were crimes and what were not crimes, rather than stereotype them on the face of the Act itself?—I think that would depend upon the subject matter. If you are perfectly clear that a certain course of conduct is criminal, it is much better, I think, that Parliament should declare it so. Take, for instance, the forgery of a licence; but, on the other hand, it is very important, I think, where a trade has to be regulated, and the conditions are complex, and liable to change from day to day, that there Parliament should not attempt to deal with it, but should delegate the duty to the Secretary of State, giving him a power, limited of course, of prescribing penalties.

9216. So that offences may become extended in the course of years?—Certainly.

9217. New ones may arise in connexion with the trade?—Certainly.

9218–20. That brings us to another point; have you given any consideration to the question of taxameters being used in cabs?—No, it would require an Act of Parliament, or Parliamentary powers at all events, to say that a reference to the taxameter should decide the question of distance, and if a machine could be constructed which would perfectly satisfy all requirements,

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of course it would be a good thing to adopt it, just as is done with meters in the gas trade.

9221. I interpolated that question as to whether Sir Godfrey had considered the application of taxameters, because I was going on to ask him whether its adoption would not give rise to a new class of offence, and a necessity for further legislation?—Certainly.

9222. Would you mind telling me the position for administrative purposes which exists between the Secretary of State and the Chief Commissioner of Police in this connexion; is the Chief Commissioner of Police responsible for the accounts under the Metropolitan Fund?—No.

9223. The Secretary of State is responsible?—Yes. I must qualify my answer; that is so generally; but there are certain accounts which are kept by the Commissioner, as for instance, the travelling expenses for inspectors and so on.

9224. In raising questions in Parliament upon the Metropolitan Police Fund Accounts, it would be done I take it by a motion to reduce the salary of the Secretary of State?—Yes, I suppose it can be done in that way.

9225. My only object in asking is this, that I want to see whether the accounts as presented to Parliament may be criticised from the point of view of the public getting their money's worth out of the cabplate revenue?—Certainly; the Auditor General reports upon the Metropolitan Police accounts every year.

9226. Then in the event of the Secretary of State recommending the appointment of officers to deal by inspection and otherwise with cabs and licences both for drivers and cabs, would the funds to meet the additional expenditure be met out of the Metropolitan Police Fund or would the Secretary of State have to apply to the Treasury?—I should think the Treasury would decidedly object to pay for the cab traffic in the Metropolis.

9227. Then if as a result of the deliberations of the Committee recommendations were made involving increased expenditure, the increased expenditure would fall upon the Metropolitan Police Fund?—Except so far as it was recovered from cab proprietors or from persons using the cabs. I take an instance, that of the Lost Property Office, supposing you required everybody who consulted the Lost Property Office to pay a fee.

9228. Well, that amounts to this, that the public and the cab trade would get more out of the Metropolitan Police Fund in consequence of the increased expenditure than they have had up to the present time?—At present, almost the whole of the expense is paid by the fees from the licences; that is to say, is paid by the proprietor and the drivers, and ultimately it must be considered to come out of the pockets of those who use the cabs.

9229. I think that it is alleged even that the revenue does not meet the expenditure?—Yes, that is so, but I say it is nearly covered; the expense is nearly covered.

9230. Then if there is an increased expenditure?—Over and above.

9231. Over and above, that must come out of the Metropolitan Police Fund?—Yes.

9232. Then apparently in the event of such recommendations there is a clear case against reduction of revenue?—A reduction of the fees.

9233. Yes?—Certainly.

9234. You would not see your way to recommend the Secretary of State to abolish the 15*s.* tax as apart from the licence fee, that increased expenditure staring you in the face?—No, I do not think in any case the tax of 15*s.* should be considered, that should be considered by the Exchequer in reference to other taxes. I think the present is solely a question of the fees for the licences. And I may take the opportunity of saying here one does not exactly see the ground on which the general inhabitants of the Metropolis should be taxed for the advantage of that portion of them who use cabs.

9235. I was trying to draw from you an expression of opinion of that kind that you would be averse, with the prospect of further expenditure being imposed upon you, to any reduction in revenue by a decrease in the sums paid for licences?—I think it would be open to the objection which you name; I will not put it further than that. There are a good many political and other considerations that would come in.

9236. I do not think I will ask you any questions upon your evidence as a whole; we shall have the advantage of reading it in print, and that will be quite sufficient for us after the very lucid statement you have given us; but there is one point with regard to the magisterial duties. I believe that in the City, although you have the same court for the trial of all these offences, on particular days that court is set aside for summons business only. Wherever a man is summoned for any offence, *quasi* criminal or otherwise, those cases are taken upon a particular day. Would you be disposed to modify your evidence in such a way as to meet a proposition to apply that practice to the metropolitan police courts?—I should like to consult the chief magistrate on that point. I quite think that the arrangement which is most convenient and appropriate for the various persons who resort to the police court should be adopted, but that which is feasible in the City may be quite impracticable in the metropolitan police courts. If, for instance, you had only one prisoner to deal with or one person brought on summons, or half a dozen, why you might hear them each in a separate room, make any provision for them that you like; but that is not the case with which we have to deal, and the public work has to be got through, and that involves, no doubt, a certain amount of inconvenience to all who have to attend a police court.

9237. Which is my point, or rather, if possible, without serious inconvenience to meet the complaint which has been pressed upon us so much by the cabmen, that they have to mix with the ordinary criminals when charged with these street offences?—My opinion is that the cabmen suffer much less from that than a number of other classes.

9238. Would it be the practice of the Commissioner to consult the local authorities upon subjects coming within his administration; for instance, the appointment of standings for hackney carriages?—Yes, I think we have an arrangement with the Commissioner of Police that he is not to refuse a standing which is asked for by a vestry, except he refers to the Secretary of State.

9239. But his practice is not generally to apply for information to the local authority?—I think it would be, but he will tell you that; I make sure that it would be.

9240. Is there any fund which would enable the Commissioner to take over the shelters which are now worked by a philanthropic society?—No, there is no fund.

9241. It could not be done without special provisions in an Act of Parliament?—No, I think there ought to be Parliamentary authority for it it.

9242. (*Mr. Lough.*) You pointed out, Sir Godfrey, that the regulation of the cab trade to a certain extent was necessary for the public convenience, and that was what made it differ from the fly trade?—Yes.

9243. But then you draw the line absolutely at a certain point of regulation, you say, which is the point that now exists in practice; but if it were shown to you that a little more regulation, such as the limitation of licences, would contribute to the public comfort, might not the same reasons as justify the regulation up to a certain point justify its being carried further?—The convenience of the public would justify anything, it appears to me, but I do not think that Parliament would ever come to the conclusion that the limitation of a trade, or the establishment of a monopoly, was for the good or the convenience of the public.

9244. (*Chairman.*) At any rate, whether Parliament came to that conclusion or not, you, as at present advised, do not come to it?—I do not, decidedly.

9245. (*Mr. Lough.*) You said that the fixing of a fare is primarily a question for the proprietor. Had you in your mind when you said that the London system, which is that the driver is paid no wages, but only gets a balance of the earnings?—Yes.

9246. Because you used an expression—You said that in other trades the selling price is fixed by employers without consulting the employed, but in other trades a wage is paid?—Yes, but it comes to the same thing in the end.

9247. It is not in accordance with the evidence, because the chief suffering seems to fall on the drivers; they are between the devil and the deep sea; the margin of receipts falls on them entirely?—Of course,

when the arrangement has been made in the morning that the cabman shall pay a certain sum to the proprietor for the use of his cab then the more that the cab earns every day the better it must be for the cabman. That is perfectly clear, but looking at the trade working as a whole, it might be that the cab proprietor might make very large profits out of a cab, that the terms should be very favourable for making profit, and yet that the cab-drivers might touch a very small portion of that profit, the competition amongst them might bring it down to very little. Of course, we are now touching a deep problem in political economy which I do not pretend to solve, but there are plenty of trades in which very large profits are made by the masters which the men do not share.

9248. Do you think it is right to encourage the development of that feature in a trade which you at the Home Office so directly control? I will put it to you more plainly. You can produce that bad result which you have mentioned by licensing say three men for every one cab. I ask you, is it right for you to do that, or should you not have some relation to the number of cabs you have already licensed in the number of men you are going to license?—I think we should do more injury both to the public and to the persons who seek employment from the public if we tried to limit them.

9249. And you think it is right to go on licensing any number of men who choose to apply and pay their five shillings yearly, regardless of the number of carriages that have been already licensed to give those men employment?—I do.

9250. (*Mr. Hopwood.*) It is quite clear that legislation would be necessary to restrict the number of licences?—I have no doubt of that.

9251. (*Mr. Lough.*) Well then, with regard to the number of carriages that might be necessary; you said that it would be very difficult to get facts about how many would be necessary. Well, do you not think that the crowded state of the streets might lead to some general conclusion upon that point?—I do not, no such inference is to be drawn from congested streets. Streets are congested, because they are busy and are without cabstands; there may be plenty of standing room elsewhere, but it is not in the right place. If London were burned down and rebuilt, and all the streets were built wide, we may be certain that every wide street, which was also a busy street, would have a cab-stand down the middle of it, as St. James' Street, then you would not have crawling, then you would not have the congestion. The fact is, that the cabs now wish to be nearthe centre of business, but there is no standing convenience, and so they drive up and down in the streets and produce the impression of there being more cabs than are necessary.

9252. Well, do you not think that if there was some authority, say a combination of the police and the local authority and the Home Office, to fix the number from year to year—if they made a mistake in the number they allowed in one year they could increase it the next—do you not think that experience would gradually teach them to fix the necessary number?—I do not. I have pointed out that it is extremely difficult to know whether a mistake has been made or not.

9253. Well, then, you have nothing to suggest but competitive work in its fiercest form for these men, permitted by you at the Home Office, gradually starving the men and the horses and grinding the carriage out in the usual way?—That is not quite the way in which I would put it; but I think the cab trade should be open to competition.

9254. Open to competition solely?—Yes.

9255. And yet regulated to the point that you now regulate it?—Yes.

9256. So that the present system of regulation is perfect, and there no competition must come in?—It should be regulated to the extent that public convenience requires.

9257. Well, I would suggest to the extent that you do regulate it now.

9258. (*Chairman.*) And possibly further, if the public convenience required it?—Possibly further, possibly perhaps less.

9259. (*Mr. Lough.*) Yes, but you are in favour of no extension of the regulation in the direction of limiting either the number of the cabs or the number of the drivers?—That is so.

9260. You have stated to us—every one admits that cab horses and men are improving in quality; have you any evidence for that that we do not know of?—No, I am judging from the evidence which has been laid before you; you have had evidence to that effect.

9261. Was your attention drawn to the failure of the Shrewsbury Talbot Company in the last three years?—I know that it has failed.

9262-3. Are any cabs to be found in London now of equal standing to those that were put on by that company three or four years ago?—I am unable to say, sir, but you must not understand me as thinking that there is no improvement possible in the cab trade.

9264. You said that it is improving?—I said that it is so, yes.

9265. Well, I think our evidence is the opposite?—My own experience would not point to that.

9266. Everyone's own experience is a narrow range. Do you think the four-wheeled cab has improved in London?—I should say so, from what I recollect of it.

9267. And as to the men: have you noticed the evidence of the men that they cannot earn within 10*s.* a week so much, every man said, as they could 10 or 15 years ago?—Well, not I think every man.

9268. Every man, every driver?—I think I have read the evidence of one man who said he had 30*s.* a week if he was steady.

9269. The general tendency of the evidence was that the men cannot earn nearly as much as they used to. I ask you does that modify your opinion?—No, I have no doubt that that is generally true. That is to say, that the cab trade is like other trades, passing through a period of depression, and that being so it is very likely indeed that it would take some time before the number of cabs would be adjusted to the public needs—some little time. In 1891 there were 11,129 cabs on the streets; but because trade was generally depressed, and therefore there was not such a demand for cabs, in the course of the year there were about 400 that were taken off. Well, before those were taken off I daresay those 400 cabdrivers had a bad time with their cabs, but those difficulties exist of course in every trade.

9270. Well, I cannot go through the evidence, but here is the first of the non-union drivers, Henry Sommers; did you notice that he said it was much harder—question 4858 — to get a living now, than before.—(*A.*) Yes. (*Q.*) What are you able to earn for yourself on an average?—(*A.*) Well, sometimes 1*l.*, sometimes much less. (*Q.*) Very seldom more; would it average 15*s.*?—(*A.*) About 15*s.*?—As against that, sir, I might quote this; Mr. Cooper, who is a cab proprietor, and has been for 15 years, in 6296 is asked "Do you not think they make much less than they "did 15 or 20 years ago?—(*A.*) No. I think not." (*Q.*) 6297. "Do you think things are getting worse "gradually; making less and less?—(*A.*) My average "turn is not, sir, it averages about the same."

9271. (*Chairman.*) I do not think it would really be in dispute that the general tendency of the evidence was, as Mr. Lough says, that things were getting worse; it was only, I think, two or three, not more than that, who said it was about the same.

9272. (*Mr. Lough.*) This was entirely an exceptional man; I should like to ask a question about him. Did you notice that the man Cooper was one who had grown up evidently by great physical advantages as well as others from a driver to be a proprietor?—No, I did not.

9273. Can you quote any other man but Cooper who says that the condition of things is as good?—I cannot, but I should say that the evidence of any one person, the experience of any one person, or the experience of one's self, is not of course to be relied upon. The only testimony worth having is the testimony of some one who can test the trade more or less as a whole. It is rather difficult to find such persons, but the police authorities certainly ought to be able to give a valuable opinion upon that point. But I repeat, Mr. Lough, that you cannot have this diminution from 11,409 to 10,806, without some suffering having been incurred in the process, necessarily so.

9274. Well then, why do you say that the quality of man, horse, and cab are improving?—I say so because that is the testimony.

9275. What is the testimony?—Because testimony has been given to that effect.

9276. Before the Committee?—Certainly.

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9277. Do you not think that the genuine evidence has been against that?—I should say not.

9278. (*Chairman.*) Not against improvement of the articles and people surely.

9279. (*Mr. Lough.*) I think so. Do you not think the fact that the number has fallen down 500 is evidence against that, you have just said yourself it is evidence of suffering?—No, I think not. I say suffering—I meant from that that the earnings had fallen, but I do not know that the cab was worse; it may be a little; I hope the horse was being as well fed.

9280. Have you not heard of numerous sales of cab property lately?—No doubt they are suffering—like Glendover's.

9281. And the Shrewsbury Talbot, but I think all the evidence is just the other way?—But not that the quality has gone down. I should ask Scotland Yard, my own opinion is worth nothing, it is simply the opinion of the man in the street.

9282. You gave the omnibuses as the great argument?—Illustration.

9283. The growth of the number of omnibuses against the limitation of numbers?—Yes.

9284. Well, do you not think the greater freedom of charging what they please, and making their money any way they like which is allowed to omnibuses justifies you in giving them greater freedom than you ought to give in the case of hackney carriages?—Of course, being more free they are better able to adjust themselves to circumstances of difficulty; that I admit, but that does not compel me to come to the conclusion that we ought to limit the number of cabs.

9285. Well, do you not think that, after all, the severe restriction on any trade is the price that it shall charge to the customer?—Yes.

9286. And if you are bound to take that serious step as you say you are in hackney carriages, it may also be reasonable to go a step further, and see that you do not put into that trade more people than can earn a decent livelihood out of it?—I do not see the logical sequence of that.

9287. You do not see that it follows?—No.

9288. Speaking then of the fee that is charged, the 40*s.*, has your attention been drawn to the fact that only 1*s.* 6*d.* is charged in Liverpool?—No, I did not know that; I know it is a much smaller sum than 2*l.*

9289. And at any rate you said there would be no question of reducing the cost of the drivers' licences?—Yes.

9290. But you gave no reason for that; have you any reason?—Yes; my reason is that 5*s.* is a small sum. The first year the whole of that, I believe, goes in books and the cab plates that are provided for the driver, but of course that does not take into account at all the services which are rendered at the standings, and so on, to cabdrivers.

9291. Have you noticed that the Liverpool charge is 1*s.*, and nothing for renewal?—Yes, but that only shows that in Liverpool they throw upon the entire public the cost of that which is a convenience to a certain portion of the public only, those who use the cabs.

9292. Do you not think that every portion has to use the cabs occasionally?—Well, everybody is liable to take a cab, but all persons do not use cabs to the same extent.

9293. I want to come for a moment to the question of the privileged cab at the railways. You said that there were legal decisions in favour of the existing system?—Yes.

9294. Do not those legal decisions turn not on the right of the railway company, because of their yard being private property, but on the ground of convenience to the public?—The cases undoubtedly were decided by a reference to the convenience of the public, but they all of them assumed that railway property was private property.

9295. Yes, but they said that even that did not give the railways the right to exact a privilege, that it was only because it was convenient for the public?—The railway companies are bound by the Act which I quoted not to give undue preference or unreasonable preference.

9296. So then you think the main ground is the convenience of the public?—I think unless the convenience of the public is properly served the system would be disallowed by the law courts.

9297. In considering the convenience of the public, do you consider the public of the City outside, apart from the railway passengers for the moment?—Well, I do not believe, if you ask me, that it does enter into the question. There have been no complaints made by the outside people, and the police have not complained. Nor have the local authorities. The complaint as to what goes on outside the station comes only from the disappointed cabman. I would attach no importance to that.

9298. Well, do you not think the cabmen have a right to complain if they carry a full load of luggage to a railway station and bring a valuable passenger to it, but are not allowed to take a fare back?—I do not. It is a clear advantage to the cabman that he does take those people and that luggage to the railway station; that is not a reason why he should demand another advantage.

9299. Well, do you not think on the ground of *quid pro quo* the railway company should give him the opportunity of taking a fare away?—The railway company has had its advantage, and the cabman has had his advantage.

9300. Do you not think that those empty cabs drifting away from railways cause a great deal more traffic of cabs in the streets than would arise if they were allowed to go round and get a fare?—I have no reason to say so. I do not know.

9301. You said, in many stations the space was restricted; have you noticed the evidence we have that at the Great Western, the Great Northern, there is no restriction of space?—I have not seen the Great Northern evidence; but I believe the Secretary of the Great Western Railway said that he had space at Paddington.

9302. Can you mention any of the railways that have restricted space? You just put it generally, can you give any particulars?—No; but I will assume for the purpose of the question that they all have sufficient space. Still I think it is a distinct reason that they wish to have control over the cabs that attend the station. They think they can do greater justice to their passengers if they have that control.

9303. Then you do not think that on the question of the restriction of space, there is a serious argument to be built?—I should not like to say that; that depends on local knowledge, which I have not got.

9304–5. Then you had not local knowledge to justify you in bringing it in before. That was my point?—Yes, the question has been mooted—I forget; I think it is in the case of the Charing Cross Railway. They say they have not the yard space.

9306. (*Mr. Lough.*) Yes. Well, we heard of these two?—This is a local question. I will not undertake to express an opinion beyond saying that I believe that all railway companies have not got the same advantages and space, and that those which have more restricted space have an additional reason for adopting the privileged system.

9307. You quite understand, Sir Godfrey, I am only putting the question because you put forward the argument?—Yes.

9308. Now, I want to come to the question of control. Do you not think that control would be as effectively secured by collecting a penny from each driver as he entered?—I should say not; and I think that there is evidence before you that it has not proved so successful.

9309. Well, the South-Western evidence goes to show that it is?—The South-Western evidence tends to show that it is. I rather think the Charing Cross evidence tends to show that it is not. But my point is this; so long as the public convenience is satisfied, neither the cabmen nor anybody else have a right to dictate to the railway companies how their business is to be carried on, and to insist upon their adopting one mode because it seems to be more advantageous to the cabmen than another.

9310. Did you notice in the evidence that the great point that was pleaded—the great point of public convenience that was pleaded—was, that by that means they were enabled to secure a good cab and a decent man?—I believe that was put forward.

9311. Well, do you not think that if a system of inspection and of licensing were properly carried

out, the responsibility under those heads might be removed from the railway companies?—There might be less reason for a railway company actively to intervene themselves. But, as I said before, I do not see anything to prevent a railway company taking whatever steps they think fit and are advised are most to their interest provided only they satisfy the requirements of the Act of Parliament with regard to the convenience of the public.

9312. Well, then, practically your opinion is that if a railway company are within the law they may do as they please, regardless of the convenience of the City?—Yes; but that is a contradiction in terms, because they are not within the law if they do that which is incompatible with the convenience of the City.

9313. They might fill the streets with crawling cabs; they might oppress the drivers, as we say they do now, by turning them away empty when they have brought up the full luggage—in a dozen ways they might do so; but you say so long as it is lawful you would not interfere?—As long as it is lawful I would not interfere.

9314. On the point of getting evidence as to whether the City is seriously inconvenienced, and the public danger increased in the streets, do you not think it is very difficult to obtain evidence while the control of the hackney carriages is in the hands of the police, if the police do not choose to give it?—The police are servants of the public, and the only interest which the police have is to serve the public, and if there was a nuisance of that kind, especially to the extent which is represented, I think it is absolutely impossible that it should not have been made the subject of formal complaint. I think the local authorities would have complained; apart from that, I think the police would have reported it to the Commissioner.

9315. Have you not had formal complaint on this point for years and years?—I believe not.

9316. Would you mind looking in that printed paper that you showed me, and you will see the main complaint of Messrs. Aird and other Members of Parliament who came to this Office in July 1890, the very first point put was "The first and most important "question, which seriously affects nearly 15,000 out of "16,000 drivers, is the railway privileged system. "They contend that all the stations should be free"?—Oh, yes; we have had that before us.

9317. That is formal evidence then?—Yes.

9318. That is a formal complaint, is it not?—Yes.

9319. And you have had the same from a deputation in 1892?—Yes.

9320. And in September 1893?—Yes.

9321. Then all these formal complaints have been made to the authorities?—Yes. But by whom? By the cabmen, who want to make out a grievance.

9322. By cabmen and Members of Parliament?—Members of Parliament are only figure-heads. They introduce the deputation, that is all.

9323. But at any rate it is a pretty formal complaint, is it not; and that was the point. You said you had not?—I said, we have had no independent complaint that I know of.

9324. Well, what I want to put to you is, do you not think it is difficult to get that in a place where the police are not controlled by the public, but where they are under this Office—a bureaucratic system?—I do not. I think they are more likely to serve the public under the existing administration than by any other.

9325 It would be out of our way to go into the wide question; but I only ask you, is it not possible that you may not get complaints so readily under your system?—I do not; quite the reverse, I think.

9326. You spoke of the privileged omnibuses; you said that you were in favour of their being obliged to take out a plate?—Yes.

9327. And the driver's licence?—Yes.

9328. Do you go the full length, that they should come under your tariff of hackney carriages?—Well, that no doubt would be a difficulty. If they had to be hackney carriages, I should say, no; I think that they ought to be exempted from that.

9329. That there ought to be a separate table of fares?—Or, better, that they should be declared to be stage carriages for the purposes of the Acts. A higher fare might then be charged.

9330. Then would you be in favour of a separate table of fares generally for a higher class vehicle?—Well, it is a question of practicability. If you could get a good working arrangement of classified cabs it would be quite right to have a tariff of classified fares. But there is very great difficulty in carrying that out. It was attempted in 1869, you know, and it ignominiously failed. There would be, of course, no risk of any failure in the case of railway omnibuses.

9331. Does that question suggest to you any difficulty?—I think it could be got over by Parliament making a special enactment, such as I have suggested.

9332. But at any rate you would be in favour, while they carry on such work as they have been carrying on for the last few years, of the driver being licensed, and the particular 'bus having a plate?—Yes; on the whole I should; but merely for the purpose of preserving a formal equality, and for no other reason. I said distinctly I do not think the public interest otherwise requires it.

9333. You said, on the subject of those omnibuses, that they were a great convenience—those small 'buses?—Yes.

9334. I want to ask you, do you not think that the existence of those 'buses has depreciated the quality of the four-wheeled cab, through taking away a part of its most valuable business?—I am not aware that that has been the effect.

9335. Do you think it might possibly have had that effect?—It might have; yes.

9336. Now, I will come to the question of fares. You say that you think a uniform fare in the outer area is impossible?—I think it would lead to very great public inconvenience.

9337. You noticed that the county council have passed that resolution?—Yes.

9338–9. Do you consider that the circle might be enlarged?—I do.

9340. But that outside that circle there must be a different range of fares?—Yes.

9341. You said that there may be a bargain between the cabman and his fare to take less, and that that cannot injure the cabman, because it is voluntary?—Yes.

9342. Well, that did not seem to me a sufficient reason. Why should this man not be injured by it because it is a voluntary act on his part? Surely he is injured by it?—Because he need not incur the injury unless he choose.

9343. He may be impelled by starvation or suffering?—Well?

9344. Why should he not get his proper fare?—He can insist on it if he chooses. But then he may not get the work. If a cabman sees an old lady, and the old lady says, "I should like to go down to Fulham, only I "cannot afford to pay the fare, will you take me for "less?" it is perfectly free to the cabman to say, "No, I will not—I will carry you only for the fare." Then he loses the job. Or he may prefer to say, "Well, I will take you for a shilling less." I do not see how he is injured by making that agreement.

9345. I do not want to argue that?—I really attach no importance to that provision. If it were abolished by Act of Parliament, I think there would be no harm.

9346. Then on bilking; only one question about it. On the whole you appear to think that there is no charge practicable in the law except that the policeman may demand the address, if he cannot do so now?—Yes.

9347. And you would not allow him to detain the passenger to see whether it were a true address?—No. It would be too risky.

9348. Now, I want to ask a question about the separate court. The cabmen make a great complaint of these minor offences—of their being dragged to court for them, and treated so severely as they are in the court—2,200 of them a year?—Yes.

9349. Now, you are not aware that generally in other places there is a distinction drawn between these minor street offences and the serious offence of drunkenness?—No; in what way?

9350. Have you noticed that we have evidence from Leeds, Liverpool, and the City of London, that in those places there is a distinction drawn?—What distinction?

9351. There is a small court, or a watch committee in Leeds and Liverpool, and in the City of London

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there is a magistrates' court on Saturday morning, for trying all minor street offences, while the greater ones go before the police court. Did you observe that?—I must not be understood as having any objection to such a system, the magistrates ought to make, and I should think do make, the best arrangements they can under the circumstances. But if the cabmen claim to have preferential treatment in the cases of minor street offences, I can only say that there is a perfect host of other persons who have committed statutory offences, not a bit more considerable than the cabmen's offences, who have to be taken to the police court in the ordinary way.

9352. Well, can you name any other trade with, say, 12,000 working men in it, where there are as many prosecutions for following their calling as in this trade?—I do not know. But take the miners. I have seen special rules for miners containing about 290 provisions, I think. I do not say they were applicable to all the miners in the mine.

9353. Take miners. Do you know of any body of 10,000 miners who furnish 5,000 prosecutions in a year in the police court?—I do not know. But there are other reasons, of course, to account for that.

9354. Anything approaching it? Do you know any body of 10,000 who furnish 500?—I cannot answer that question. But what inference do you draw from that?

9355. That the system is a bad one. At least it is not for me to draw an inference. I only want to ask you, can you point to any other band of workmen who are summoned in anything like the same proportion as London cabmen?—I cannot.

9356–8. These crimes of loitering and obstruction are offences connected with the earning of their living?—They are quite small trivial offences.

9359. Do you know any other trade where for simple breaches of rules men are brought up to the police court?—There are very few trades which are regulated with a view to the public convenience; of course, the cab trade is regulated

9360. Now, I want to ask you a question about one offence. Has your attention been drawn to the fact that one class of offence, that of not wearing a badge, has increased lately?—I have seen complaints about that.

9361. That it has increased greatly?—No.

9362. That there are nearly four times as many in 1893 as in 1892? Some of the men have an objection to wearing their badge outside on their breast; they have no objection to wearing it in their pocket and producing it when asked for it?—I think I have seen that one man said he liked to wear it in his pocket.

9363. Do you think it is fair to make that a criminal offence, not to wear this iron plate out on their breast?—Yes, I do. Supposing you see a cabman on his box, but without his plate; you feel a doubt whether he is a cabman; you do not know therefore whether he can drive or not, and you might say, "Let "me see your badge." Suppose he says, "Never "mind; never mind; I have got my badge." Is not that putting the passenger altogether in a wrong position, to throw upon him the responsibility of calling upon the cabman to show his badge.

9364. Do you not think it would meet the case if the passenger were authorised to ask him to show the badge?—I think not.

9365. Well, you would not, for your part, pay any attention to the wishes of the men in that matter of their being allowed to wear their badges in their pocket?—I would not.

9366. You would not?—No. I think it is idle. You might as well say that the guard of a railway carriage should object to wearing his uniform.

9367. Do you not think that the fact that the guard of a railway carriage gets wages, and that these men get no wages, may make a slight distinction?—No; they do get wages.

9368. What wages do they get?—I say that the cabman who has to pay to the cab proprietor a certain sum, and after he has paid the proprietor, appropriates to himself the residue, practically is paid wages as much as if he were paid wages in the first instance. It is the same thing.

9369. You do not see anything that requires amendment as regards the wearing of the badge?—I do not; no.

9370. But the whole objection goes. Did I understand you to say a few minutes ago that you have no objection to those minor offences being dealt with in a court of a less formal character than the police court?—No; I did not mean that at all. What I meant was that, supposing it was convenient, the more trifling offences could be heard on a particular day or at a particular hour of the day. I should see no objection to it. I did not mean to substitute a court of a less judicial character than the magistrates'.

9371. Well, would you not think that a less highly-paid magistrate would do for these small offences?—No, certainly not.

9372. And you do not think there is any inconvenience in the courts by the crowding in of these cabmen? Did you notice the evidence that we had of the great number that come in?—I have no doubt that some of the courts at certain hours are much crowded; but that is an inconvenience that applies to many others besides cabmen; and whatever can be done to mitigate that ought to be done. There is, I believe, some discrimination of cases in our courts, but what exactly it is I do not know.

9373. But seeing we have got a hundred cases a week of this particular kind, do you not think that the courts might be relieved, as well as this sentiment satisfied, by putting them into another court; that it would be less expensive?—By treating these 100 cases exceptionally—no.

9374. By having a separate court for them?—No, I do not.

9375. Then we will leave it. Just a question about inspection. On the whole you think the inspection satisfactory?—I should think so, yes.

9376. Did you notice that in Liverpool, where they have only 800 cabs, they have got 10 inspectors, while they have only six in London for 11,000 cabs?—I do not know the numbers; but I can always imagine very plausible reasons being given for doubling, quintupling, or multiplying almost to any extent the number of existing inspectors in any trade or occupation.

9377. Did you say you do not know the number in London?—No.

9378. How do you know that the inspection is satisfactory?—I speak only of the general result. I believe that on the whole the cabs, cab horses, and cab drivers form a satisfactory, at all events an improving, body.

9379. Well, then, can you account for the fact of these constant strikes, and this constant turmoil in the trade? You spoke of it in 1869; we had one in 1881, one in 1890, and now one in 1894; and constant deputations to the Home Office?—No. There have been deputations. The last four years, I may say, have been unsatisfactory, but the unpleasantness has been about wages; it has not been against the law of the land but to a very slight extent.

9380. If you look at the complaints, you will see wages have not been mentioned. I do not think you will find any deputation in reference to wages?—Well, of course they would know quite well that neither the Home Office nor anybody else would fix the wages of the men, but they are questions which bear, in the main, upon wages.

9381. I think they bear on the whole system of control; they surely brought up the whole system that you have dealt with. They object to the police courts, to the railway management, and to the inspection?—That is a pocket question. I do not know——

9382–3. They are all pocket questions?—I did not know that cabmen made any complaint about want of inspection, and to this hour I do not know where the complaint comes from We should haveheard from the local authorities and the public if the trade was in a bad condition.

Mr. Hopwood in the Chair.

9384. (*Chairman.*) Just one general question in conclusion. Would you look with favour upon a suggestion to confer upon railway companies the power to do cab business?—I do not think it is requisite.

9385. You see what I am driving at. The railway companies say, "If you abolish the privilege system "we shall take power, if we have not got it, to carry "on the cab business ourselves." Now, if there was a Government Bill, consolidating and amending the Hackney Carriage Acts, would you consider the policy

of inserting in that Bill a clause conferring on the railway companies a general power to do cab business?—I see no reason myself why a railway company should not carry on a cab business—just as many of them are carrying on a steamboat business; but I do not know that I should recommend it. As I have said before, the cab trade is rather a difficult one to interfere with, and I think a Minister would hesitate before he proposed any radical change in it.

9386. Of course we know that possibly the courts might hold that their Acts were sufficient to enable them to do the business now?—Quite so.

9387. The railway managers of big lines are not sure of their ground, and I rather gather that they are anxious to know what the attitude of the Government towards them would be in the event of the privileged system being affected?—Well, in the abstract there is no objection to a railway company carrying on a cab trade.

9388. (*Mr. Lough.*) There is one question, Sir Godfrey, that I wanted just to bring out. You stated on the point of responsibility of the proprietor that the whole matter was left to the discretion of the magistrate. Well, I want to point your attention to evidence given by Mr. Lyell, the clerk at Marlborough Street, he uses these words: "Well, the master in whose employ "he is is by law compelled to produce him, and if "he does not produce him, he is fined." Now, in the face of the evidence of Mr. Lyell, will you still say that it is left discretionary with the magistrate?—Well, I should like to make inquiries before I commit myself to an answer to that question.

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9389. I think I see your point. It was discretionary with the magistrate what he should do with the proprietor when he comes up. I think that was your point. But it is compulsory?—I do not think the Acts say, in so many terms, that if an offence is committed by the driver there should be option to proceed either against the driver or against the proprietor. That of course would have made it perfectly clear.

9390. Perhaps you will put in a little memorandum on that point, Sir Godfrey?—Yes, I will.

9391. That would clear it up in the best way?—I will.

The witness withdrew.

Adjourned till to-morrow at 11 a.m.

EIGHTEENTH DAY.

Friday, 3rd August 1894.

PRESENT:

MR. GEORGE RUSSELL, M.P. (CHAIRMAN, PRESIDING).

Mr. F. J. S. HOPWOOD, C.M.G.
Mr. JOHN BURNS, M.P.
Mr. T. LOUGH, M.P.

Mr. MALCOLM DELEVINGNE, *Secretary.*

Mr. JOHN JONES PARKER, late Chief Inspector of the Public Carriage Department, Scotland Yard, called in and examined.

9392. (*Chairman.*) You are ex-chief Inspector of the Public Carriage Department?—I am, sir.

9393. And you attend here at your own desire in order to contradict a statement that was made by one of the witnesses?—Cabdriver Chambers, sir.

9394. You only, of course, saw it in the newspapers. I daresay it was correct enough. Anyway I will just read it to you as it stands in the evidence here, and as no doubt it will appear. Question No. 3936:—"I should "like to ask you a question or two before we leave that "subject of the qualification; were you a Londoner? "(*A.*) Well, I may say I was, because I came to Lon- "don when I was about seven years of age.—(*Q.*) Then "you had been in London for several years before you "took to cabdriving? (*A.*) Yes, sir.—(*Q.*) You knew "your way about? (*A.*) No, I did not.—(*Q.*) You had "not even that qualification of knowing your way "about? (*A.*) I had not.—(*Q.*) You had never driven "before, and you did not know your way about? (*A.*) "No, sir.—(*Q.*) Did the Scotland Yard people test you "to find out whether you knew your way about? (*A.*) "Yes; they asked me four questions, and I answered "two of them wrong; that is all they asked me.—(*Q.*) "And they gave you the licence? (*A.*) Yes.—(*Q.*) "Then you must have had a most excellent character "in other respects to carry you through at once." Well, the gist of the evidence as you see is that his examination in knowledge of London consisted of four questions; that he answered two of them wrong, and was then passed on the strength of two questions answered right; and we understand that by the dates you would have been the official who conducted the examination?—That is so, sir; and I have no hesitation in saying that Chamber's statement is entirely incorrect. No man would be granted a licence on such a cursory examination as that.

9395. May I ask what sort of examination you do put them through?—If you please, sir, I will illustrate it as far as I can. Sitting at Scotland Yard, at that time it was Great Scotland Yard, probably I should ask a man, "How would you drive from here to the "Great Western Station?" Having answered that question, "How would you drive from here to Lord's Cricket Ground?" Having answered that, "How "would you drive from here to Euston Station, from "Euston Station to Waterloo Station, from Waterloo "Station to London Bridge, from London Bridge to "Cannon Street, from Cannon Street to the Angel at "Islington; from the Angel, Islington, to King's "Cross, King's Cross to Russell Square, Russell "Square to Grosvenor Square, Grosvenor Square to "Belgrave Square?" If he answered these questions fairly satisfactory—that is, if he had an idea of the way he would go from one place to the other; often-times men have an idea and they cannot explain themselves, and I suggest names of streets which would lead them on, to see whether they really did know their way; if they adopt the names that I suggest, I accept it that they know it—Then I should ask them, "Where is the Midland Railway Station?" He would say, "St. Pancras," probably. "Where is the Great Northern?" "King's Cross." "Where is the Great Eastern?" "Liverpool Street." "Where is the Bank of England?" "Threadneedle Street," "Where is the Corn Exchange?" "Mark Lane." "Where is St. Thomas's Hospital?" "Westminster Bridge." Where is Guy's Hospital? and the different hospitals, and such like questions.

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9396. I notice, Mr. Parker, you say that if he did not answer the questions clearly, if he answered them so as to give you a notion that he had an idea but could not express himself, you would put leading questions to him and suggest names of streets?—That would depend entirely, sir, on the man's knowledge. I could not say that I did it as a rule; but I could judge pretty well whether he had a knowledge. For instance, if he was going from Charing Cross to Euston Station, he might say he would go up St. Martin's Lane, along Long Acre, and then he may be lost. I would say "Queen Street," he would say, "Yes."

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9397. By way of helping him out of his difficulty? But then weak human nature being what it is, under examination, would he not almost certainly have said "yes," even though you said Pall Mall, Piccadilly, or Strand, or anything else?—I hardly think so, if he were going in that direction.

9398. I should have thought that was not the way to extract his real knowledge from him. He would almost inevitably cling to your suggestion, jump at it, even if you put nonsensical routes into his mouth?—I should not make catchy suggestions to the man.

9399. No, but, on the other hand, is it not almost equally fallacious, as a test of knowledge, to put leading questions and suggest the right names of streets? I mean is he not almost as likely to be led into the display of a knowledge which he does not really possess as by putting a catchy question he would be led into the avowal of ignorance?—Well, I never did that, sir.

9400. But you did put the names of right streets?—Yes.

9401. And is not that of itself an inducement to a man to pretend a knowledge that he has not got?—It is only a connecting suggestion to the man, sir—connecting one street with another. For instance, Long Acre; as I said before, I would suggest Queen Street; well, he would say, "Across Holborn; then down Red Lion Street," or "Lamb's Conduit Street," or whichever way he thought better.

9402. When you were setting out the route at first, you said, "If I were at Scotland Yard, I would ask him "these questions—from this place to that, and that, "and that." Was that the common form? Did you ask each man the same?—No; I altered them to each man. I began in the west with the first man; and commenced in the east with the next man. Otherwise, the first man would go out, give his knowledge of the questions put to him, and coach those up in the passage, that people waiting could come in perfectly prepared to answer the established questions.

9403. If you made a practice of asking them about a certain route—this square and that square and the other square, as you seemed from what you said just now to have been in the habit of doing, would not that become common knowledge, not only on the particular morning, but common knowledge?—It would, sir; but there was no established form of questions.

9404. Why did you say sitting at Scotland Yard you would probably ask him that particular route?—I will take you another route, if you like, sir.

9405. Was that the route that you more commonly examined them upon?—I may begin: "How would "you drive to Cannon Street," or "How would you "drive to Waterloo Station?"

9406. I thought you said that was the route that you would probably ask them?—That was only an illustration.

9407. One just as much as any other, not more probably than any other?—Oh, not at all, sir.

9408. You think by this irregular examination—an examination not following any certain topographical line—you do apply a pretty fair test to the knowledge of the men?—I believe so, sir.

9409. They had no means of judging, beyond very roughly, what you would ask them about?—They had no means of judging, sir, only that they would be required to know the principal streets of London; I suppose they came to that conclusion.

9410. I thought there were one or two other details. I thought they were always required to know where the stations were, and the hospitals, and the theatres?—I was going on to mention those. Stations I had mentioned, and the hospitals. As I said before, I would ask them where St. Thomas's Hospital was, then Guy's, and then the Royal Free.

9411. Do I understand you would ask these questions as well as the ones you have asked?—Oh, yes; in addition to the routes they would take from place to place.

9412. Not instead of those questions—not alternatively?—Oh, no; these are additional, that the man would answer right off. "Where is the Carlton Club?"—"Pall Mall." "Where is the principal entrance to "Drury Lane Theatre"?—"Catherine Street, Strand." "Where is the Lyceum Theatre"?—"In the Strand." "Where is the Princess's"?—"Oxford Street." "Where "is the British Museum"? Where is the Royal Ex-"change?" "Where is the Tower of London?" and such like questions.

9413. Did you conduct these examinations always yourself, or was the duty shared with others?—As a rule it was my duty, sir, unless anything took me away.

9414. I mean more often than not you did it?—More often than not for the last 12 years, sir.

9415. You had no colleagues, I mean?—I must say when there was a pressure, if, for instance, 12 or 14 men came to be examined of a morning, I had to ask another inspector to take some; but it was always done in each other's presence.

9416. So that at any rate you would have the knowledge, even if done by another, what sort of questions were asked?—I should, sir.

9417. Do you feel able to say, pretty confidently, with regard to your assistants, they would not let a man off with four questions, two of them answered wrongly?—I am quite positive of it. Besides, I signed this particular man's certificate, on the 26th October 1887, and there is no doubt. He describes himself as a coffee-stall keeper. There is not the slighest shadow of doubt I said to him when he came in first, "What knowledge have you of driving." I do not remember the man; I have not the slightest recollection of him personally. That would be the first question. Finding a man coming in, a shoemaker or coffee-stall keeper, I would say, "What knowledge have you of driving? "Who is going to employ you, if you have no know-"ledge of driving?"—And I may say—I do not know that I should—"Would it not be better for you to go "and inquire if anybody will give you employment as "a driver, seeing you have no experience in these "matters."

9418. But surely it is a matter of common occurrence that men who have not been drivers before become drivers?—He may have said to me, "Before I was a "coffee-stall keeper, I was a carman, a coachman," or "I have been a groom."

9419. Of course a certain number of such men enter the cab trade. But apart from the evidence we have had before us to-day, I think I have collected from conversation I have had with cabmen and other people interested in the business, as well as instances in my own knowledge, that men do go pretty freely into the cab-driving business from quite sedentary occupations. I have mentioned a case here of a footman I knew who went straight from being an indoor servant to driving a four-wheel cab?—They say with regard to footmen they often drive when the gentleman belonging to the carriage is not sitting there; they often drive the carriage, and thereby gain knowledge and they would tell me that perhaps.

9421. Then you do not think, as a matter of fact, that any considerable number of men get licences who have never driven at all in any shape or way?—I do not think so, sir.

9422. We have had it stated freely in the evidence; I think somebody has put the number of those who had no knowledge of driving whatever as high as 50 per cent. of them, or some such very large proportion as that?—Then all the applicants or the major portion of them must have told very considerable falsehoods.

9423. The applicants themselves?—Yes.

9424. I was thinking of that testimonial they have to bring from two householders. I was going to ask you is that anything more than an idle form? Two people who say they believe he can drive and is a competent driver?—And then there is a third certificate, sir. "I "certify that the person is qualified to drive as a driver "of a hackney carriage."

9425. Who says that?—A third person, sir. There are two householders who recommend as to character and speak of his driving in general; and then there is a special form of certificate on the requisition, sir.

9426. I do not remember that?—If you have a requisition I will point it out to you.

9427. "Any two householders" refers to driving?—"Two householders" refers to driving. Not only are there those two signatures, but there is a special certificate, and that has to be verified by the police officer who has to make the inquiry.

9428. It has to be verified in this sense, that it has to be genuine, not forged. But there are no means of ascertaining whether the person who says it is a competent judge in the matter, or whether he is not

merely signing his name in a spirit of friendliness to help the man in getting employment?—That depends on the officer making the inquiry. If the inquiry is made he would elicit the fact, "I have seen him drive; I know he can drive."

9429. Would anything else than that go down?—If I were going to make the inquiry nothing less than that would satisfy me.

9430. You do not admit that, as far as your experience and knowledge go, this signing of the certificate about driving is a mere friendly form that people go through without any reference to the fact?—No, I do not. I accept it as a genuine document.

9431. A genuine statement of fact from competent judges?—As a driver, yes.

9432. Then, in fact, you think the examination these men are put through as to their knowledge of London, and the evidence that they have to bring as to their power of driving are both of them satisfactory and real?—I do, sir. I accept them as genuine documents and genuine statements.

9433. And the testing, you think, is a real testing as to the knowledge of London?—I do, sir, as far as we can go, sir; as far as an oral examination will go.

9434. Is there anything more you wish to say so as to get it on the evidence?—I have nothing to add, only that the statements of Chambers, as I said before, are certainly not correct—very far from it; and I might tell you that when this man was examined, sir, he was examined in the presence of, I will say, seven or eight other men. I was sitting at my table, may be here, and the other officers sitting round in the same room at work. If there had been any irregularity or anything of that kind it must have been patent to them; they could have seen it.

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9435. Yes; but I do not think that we gathered from Chambers, and some of his other friends, that that would have been an irregularity but rather concluded that that was the usual way in which the business was conducted?—It is not, sir, I can assure you. Men are under examination there 15 or 20 minutes, and that is the form of questions that I would put to them—the questions that I have described to you; and, in addition to that, I should ask them the situation of public buildings, clubs, hospitals—more especially hospitals, in case of an accident or anything of that kind, sir.

9436. (*Mr. Hopwood.*) Did you reject many?—Well, I should say, sir, about 33 per cent. Those men would have an opportunity of coming up again and being examined. But I mean of the number of attendances there would be about 33 per cent. who would be rejected and allowed to come up again.

The witness withdrew.

Mr. W. H. Dickinson, Deputy Chairman of the London County Council, called in and examined.

Mr. W. H. Dickinson.

9437. (*Chairman.*) Mr. Dickinson, we have asked you to come here in consequence of that resolution that we saw the County Council had passed with reference to the cab radius. I have no questions to ask you at the present moment; I would rather, if you please, that you stated your views and the views of the County Council, and some questions will probably arise—I think I had better just read the resolution of the County Council, in fact that is all that I can say about it. It came up to the Council on the 31st July 1894 and it is as follows:—

"*Extension of the cab radius.*

"The Council on the 3rd of July referred it to us to consider and report whether the time had not arrived for the four-mile radius for London cab fares to be extended to five miles, and what course the Council could take to bring about the alteration. Since the above-mentioned date, a letter has been received from the Vestry of Hammersmith, stating that the vestry has for some time past been in communication with the Home Secretary on the subject, that in 1892 most of the vestries and district boards passed resolutions in favour of a five-mile radius, and that quite recently a deputation from the vestry attended at the Home Office with a view to urging upon the Departmental Committee which is now considering the whole question of the cab service the desirableness of the radius being extended.

"In 1831 a cab radius was first fixed, and covered a distance of three miles from the General Post Office. This radius continued until 1867, when it was altered to four miles from Charing Cross, and since then no alteration has been made The present radius therefore has been in existence 27 years, and, having regard to the great increase during that period in the population of the outlying portions of London, we certainly think that the time has now arrived when the radius should be extended. In the resolution of the Council, five miles was suggested as a limit, but even this extension would still exclude some populous parts of London, and we are of opinion that there should be one scale of fares for the whole county of London. We recommend—

"'That it be represented to the Home Secretary that, in the opinion of the Council, the time has arrived when the present cab-fare radius should be extended, and that regulations with regard to London cab fares should apply to the whole County of London.'"

That was debated by the Council and adopted.

9438. I understand that that recommendation if it were carried out would not be precisely the same as an equal increase in the whole of the existing circle?—No.

9439. Would it roughly correspond with that, or would the figure be an irregular shape?—I have had this map got out for your benefit (*map produced*). It shows the increases of the radius. This one is the four mile circle and these lines are half mile increases; and if you follow the boundary of the county you will see that a mile more would bring in a great deal of the north-west of London, the whole of the county practically, excluding a little bit of Hammersmith. It would bring in all Hampstead; it would bring in the whole of the county in the N.E., with the exception of bits of Newington, of Hackney, and of Bromley, and five and a half miles would bring these in, and six miles would bring in the whole of the county north of the Thames. Well, in South London it would be rather different. In order to get to the south-west corner of London, namely Roehampton, a seven and a half-mile radius would be required; I mean it would be seven and a half miles away from Charing Cross. Then the furthest point in Penge is nearly eight miles from Charing Cross, and of course, in the south-east, Plumstead extends a great distance beyond the four-mile radius, the most easterly point being 11 miles from Charing Cross; and the increase of a mile would not bring in anything like all South London.

9440. It has been often, or several times, stated to us that it would not be desirable to increase the existing radius in every direction, but in some directions, as, for instance, towards Hampstead, I think, in the north, and in the south-west district?—I think Hampstead is the part that feels it most: Hampstead is just outside the four-mile radius; the four-mile radius practically runs through the middle of the most populous part of Hampstead.

9441. (*Mr. John Burns.*) Practically, Mr. Dickinson, ninety-nine hundredths of the efficient cab using parts of London would be included in the five-mile radius?—With the exception of Woolwich.

9442. With the exception of Woolwich?—Of course Woolwich is a place by itself rather.

9443. (*Chairman.*) Still we have been talking now, I understand, on the hypothesis that we may extend our existing radius by an equal extension in all directions, an extension in a circle?—That is what we rather ventured to do there.

9444. But in what you were saying just now in regard to the alterations given on that map, you were speaking on the hypothesis of the radius being extended—an equal extension—in all directions, more as a circle?—I was speaking rather more with the view of showing what extensions would be necessary in order to embrace the county.

9445. You are still speaking of circular extensions, equal extensions all round?—Oh, certainly.

9446. I mean you have not in what you have said contemplated an extension in an arbitrary shape?—I did not explain myself then. What I ought to say is this: I am considering it from the point of view of the recommendation of the Council, namely, that you should take the boundary of the county. We think

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this, for many reasons, better, because it is very well known, it is a very old boundary.

9447. Let me then go over my ground to this extent: it has been, by our witnesses, those who are in favour of extending the boundary, generally suggested, or assumed perhaps, that there should be an equal extension in all directions, that it should be merely a larger circle in place of a smaller circle; and some witnesses, as I said just now, demur to that, say though it was desirable to extend in some directions it was not desirable to extend in others. The result of that would be that instead of having a circle you would have an irregular figure in some measure arbitrarily adapted to the wants of the population, and, as I understand, the view of the County Council would be to make the cab radius co-extensive with the boundary of the county of London, and that would be so far an irregular figure and not a circular extension?—Certainly; I think if you have an irregular figure you would have no choice except to take the natural boundary. What I was trying to point out was this, that you could adopt the boundary of the county in North London and it would mean, at the outside, an extension to places under five and a half miles from Charing Cross. That was what my point was. In North London you could adopt the county boundary, and you would not be extending in any direction more than five and a half miles north of London; but if you take the south of London one cannot deny the fact that one would be extending a good deal more than five miles. At the same time I must say down in the south-west of London there is a great desire to have the extension. At Putney and those places they feel they ought to have the London rates; they have moved in the matter some years ago, I know, because I lived down there.

9448. You endorse, personally as well as officially, and put forward the view of the County Council that the most proper and simplest extension would be to take the county of London boundary and make that boundary the cab radius?—Yes, I do, with one exception I entirely endorse the view of the Council.

9449. I understood you had a personal opinion apart from the Council?—I agree, personally, with the Council, as far as the south-west of London is concerned, but I do not know sufficiently about the south-east of London—it seems a long way on the face of it to go to Woolwich, but I daresay if some one were speaking from this chair for the south-east he would probably say that it would be right to extend it to there. There is just as much population down in that direction; there is perhaps more, but not so much cab-using population.

9450. (*Mr. John Burns.*) The boundary at Plumstead is about ten miles?—Yes, it is quite that.

9451. Do you consider, Mr. Dickinson, that, as the county boundary in that direction is nearly 10½ miles, it is rather a stiff order to ask a cabman to take a fare from Charing Cross to Plumstead, and then to come back at least six miles without the remotest chance of getting return fare?—Personally, I do think that there would be some difficulty in including such a very distant place; at the same time, it is not so much those long distances that I was considering as the fact that, outside the four-mile radius, you have got to pay a shilling a mile wherever you go. The cabs there, as a rule, do not come to London; you always go into London by train. I am speaking of my own experience in a south-west suburb. The cabs there you use going from place to place, short distances, the same as you do in London, and I do not see why those cabs should have more than sixpence a mile. Moreover, if you take a cab from the outside of the radius, coming towards the inside, you have to pay one shilling for every mile.

9452. Yes, but the circumstances, Mr. Dickinson, under which a cab rider would use a cab to take him home, are when he has lost his train or the omnibus, and he would ride, probably, from Charing Cross to Roehampton, or to Plumstead, or to Hampstead or Hammersmith, when the chance of the driver getting a return fare back to his yard or the neighbourhood of Charing Cross would be very very small?—Well, I am not here to make suggestions, but it does occur to me at the present moment that possibly you might allow cabmen to refuse such distant fares.

9453. (*Mr. Hopwood.*) Then I am afraid it would be worthless to you?—My own experience is that they do refuse now; I used to drive out there; they would very often ask me not to ask them to go and I did not insist upon it, but I always got some cab to go.

9454. Did the County Council consider before they passed the resolution whether they would be prepared to recommend any alteration of the fares to give the cabman a *quid pro quo* for the extension of the radius?—The point was raised at the Council that it was not fair to the cabman, and notwithstanding that the Council did adopt it, but, of course, the Council has not gone into the matter so carefully as you are going into it now.

9455. (*Mr. John Burns.*) The passing of the resolution was accompanied by a desire that under it the cabman should not be hit hard?—Oh, certainly, we should not wish ——

9456. (*Mr. Lough.*) I would like to ask are you personally in favour of the circle or an irregular figure without going into which figure?—Personally I should be in favour of the boundary of the county undoubtedly, subject, I must submit, to possibly an exception where it is unreasonably distant.

9457. (*Mr. John Burns.*) As in Paris?—I do not not know.

9458. (*Mr. Lough.*) Do you think the difficulty of taking a cabman these long journeys in the middle of the night would be met by increasing the fares after midnight?—I do not know about that; of course, I have not known what evidence has been before you. Is it the fact that it is the night journeys the cabmen object to?

9459. I am only alluding to a question that was asked you a moment ago?—I am rather against charging any more at night; personally, I think it is much simpler to charge the same always.

9460. Do you think the difficulty would be met by adopting the Paris system; namely, obliging each cabman to have a lamp of a different colour to show which direction of the Metropolitan area he came from; so that the law or the customer could only ask him to go in the direction in which he lived. If blue was the colour of the south, you would not be able to compel that man to go up here to Hampstead, but he would rather go down if he is asked?—That is a development of what I was saying just now; that I think there should be some way by which cabmen or some cabmen could refuse to take a fare out.

9461. Then you do think if we adopt the system of different colours to indicate the part in which the cabman lived, and arrange that he should only go in that direction, it might meet the case?—I do not know how it works in Paris; it seems very complicated; what do you call the direction?

9462. It is very simple; there are simply four colours, north, south, east, and west?—Yes.

9463. It is generally found that the cab yards are a pretty good way out, because there is no room just in the centre; and it is so here?—Yes.

9464. A customer can ask a *Belville* man to take him up in that direction, and he cannot be very far from his place. I think that is a change that we ought to make anyway; however, it is not for me to say that. Do you think that would meet the case?—That is a very ingenious suggestion; I think it would.

9465. That is as to boundary; now I want a question or two as to the fares. Do you think, supposing we include the county of London now, that would really be including, in parts, a less populated area than was included in 1867, when the four-mile radius was started?—I should think, of course, there would be more unpopulated area, because you have got a much larger circle, but take Battersea, there was a great deal of Battersea unbuilt upon in 1867.

9466. (*Mr. John Burns.*) Clapham?—Clapham and Battersea. Then there was a great deal of Hackney unbuilt upon in 1867; but the only way to do that would be to look at an old map and see.

9467. Kensington, too; North Kensington?—If I may restrict my answer for the present to north of the Thames, I think north of the Thames, certainly not.

9468. (*Mr. Lough.*) Then we would not be including ——?—We would not be including more unpopulated area than was included in 1867.

9469. Over the four miles?—By extending it to the county boundary north of the Thames. Then south of the Thames, the farthest point south-west is

Roehampton; you cannot call it an unpopulated area, but it is populated by a rich class—it is all covered with houses, but they are large houses with gardens, and so forth; so that I think you might almost give the same answer to that, although perhaps not quite to the same extent. Then when you get down to Plumstead Marshes and Eltham, I think I must say no, because all round Eltham is pure country.

9470. With regard then to the question whether the sixpenny fare would be a sufficient remuneration for that district; I would like to ask you if you know anything of the charge for flies in country parts now?—I have no knowledge as to that.

9471. If we adopted this lower scale of fares, do you think, from your knowledge of London, that there would be a good deal more business done in places like Woolwich and Richmond, as well as in Hammersmith, by the cabmen? Do you think the reduction of fares would increase the business?—Well, I really cannot say; it depends so entirely upon the population; in my part of the world, the people that use cabs only use them from the stations as a rule, you do not pick up a cab as you do in Piccadilly; you do not find one to pick up.

9472. The Hammersmith Vestry said that would be done a good deal in Hammersmith if the fares were lowered?—No doubt it would be in Hammersmith.

9473. And out in the Shepherd's Bush district?—It depends on the population there; whether it is a population that can take cabs one way or the other.

9474. On this point it has been suggested to us that it would be very unfair to fix this low rate in the hilly districts such as Hampstead; what do you think of that point, Mr. Dickinson?—Hampstead is a very long and a very steep hill. I do not think the fare has much to do with it; it is the horse that suffers.

9475. Then he is worn out?—I do not think they drive very hard up the hill; there are steep hills all round; there is a very steep hill at Wandsworth.

9476. (*Chairman.*) A steep hill at Wandsworth?—Yes, there is a steep hill at Clapham Junction.

9477. (*Mr. Lough.*) Do you think there is any reason to make an exception in consequence of the hills in that area?—I have very little expert knowledge on this; I should have thought not; my opinion is only worth the opinion of anybody else who drives in cabs.

9478. (*Mr. John Burns.*) Failing, Mr. Dickinson, the adoption of the county boundary as the outside of the cab radius, and supposing you had to choose between an irregular radius and increasing the present one from four to five miles, which of the two would you have?—You mean an arbitrary irregular radius?

9479. Yes?—Oh, the five miles I would say.

9480. So as to make it a circular five miles?—I think so.

9481. (*Mr. Hopwood.*) I gather, Mr. Dickinson, the County Council passed this resolution rather from the point of view of sentiment of having their own boundary adopted, than with any regard to the difficulties of carrying out the resolution in practice?—I do not exactly say that; I think that we feel the boundary is much the best known line. There is no doubt the boundary of London is very well known. It is the boundary of the old parishes: it was the boundary of the Metropolitan Board of Works district for years and years, and it is a very much better known boundary; I think that was all.

9482. (*Mr. John Burns.*) And also a desire for uniformity of administration generally; that is so, is it not?—I think so, yes. I think probably if this were all being done anew, you would probably have made all arrangements within the county—I do not think in any other municipal boroughs there is a difference between the hackney carriage radius and the town; it is always the area of the boroughs.

9483. (*Chairman.*) But then, I suppose, there is no case of anything like as wide an area?—Oh of course not.

9484. (*Mr. John Burns.*) And there is no comparison to be instituted between Paris and London?—No.

9485. (*Mr. Lough.*) But I do not say a man would not be very well paid for 10 miles at 5*s*.

9486. (*Mr. John Burns.*) Yes; it is the coming back.

9487. (*Mr. Lough.*) Taking that into account.

9488. (*Mr. John Burns.*) It is 20 miles for 5*s*.

9489. (*Mr. Hopwood.*) You take the man out of business?—Well, as I said just now I think the question rather is the actually existing cabs in the suburbs; not the question of the cabs that go backwards and forwards. One might meet that difficulty by not obliging them to take you more than a certain number of miles.

9490. (*Chairman.*) Then it is your opinion that if the radius were extended even to the county boundary the fact of that being done would encourage local cab centres as against a congestion of cabs in the inner ring and driving to and fro?—That is so, very likely. Now down at Balham for instance there is a number of cabs doing purely local business.

9491. (*Mr. Hopwood.*) Then I assume if a man is driven in, in the morning, to the centre of London, he would ply for hire in the thickly-populated parts of the town?—I should think so.

9492. If he were driven out to Roehampton in the morning he would not ply for hire there, but he would work his way back empty into the centre?—Oh yes, I think there is no doubt that in those long journeys out from London, it is rather hard on the cabman because they will go back generally empty; they cannot pick up fares.

9493. So far as traffic from extreme points is concerned the position would not be helped in the least; a local cab service would not be built up by the new arrangement, so far as through traffic from extreme points is concerned?—Oh, no, except that I think people would take cabs into London more easily, because it is the fare of cabs going into London that is so exorbitant, being a shilling a mile if you start a yard beyond the radius going to Charing Cross.

9494-5. Then I suggest to you that the suburbs are denuded of their cabs because the man would not go back again empty and ply in the suburb, but he would stop all day in town?—I do not know.

9496. (*Mr. Lough.*) Would it meet this difficulty, Mr. Dickinson, if a law were made that a cabman could not be asked to drive more than five miles?—I think that would be a very fair rule.

9497. (*Mr. John Burns.*) And that beyond five miles, say, to Plumstead, it was a matter of private arrangement between the cabman and the fare.

9498. (*Mr. Lough*) What is your part?—I used to live down at Tooting; I live in Kensington now, so I have all those amenities.

9499. Speaking of Tooting, did you find the cabs when you lived there, I mean the local cabs, inferior in quality to the cabs in the inner ring?—Oh, certainly.

9500. Very much inferior?—Oh, yes, no doubt about it.

9501 Do you think the quality of those cabs would have been improved if the fare were reduced and made the same as inside?—No, I do not see any reason why that should happen.

The witness withdrew.

Adjourned.

ANALYSIS OF EVIDENCE.

ANALYSIS.

Mr. A. C. BRUCE, 1–666, 754–943. Assistant Commissioner of Police, having Public Carriage Branch under his control. Acts under various statutes, Secretary of State's Order 1871, and regulations of Commissioner of Police, 4. These last may be altered from time to time, 16. Nothing hostile in their provisions to drivers' interests, 11. Cabs inspected before licence is given them at a convenient police station by one of the six inspectors of public carriages who is guided by regulations, and, if cab is fit, sends a certificate to that effect to Scotland Yard, 21–2. Rise in number of licences granted from 1884–8, and fall from 1888–93, 29. After licence, general supervision over cabs is exercised (1) by the six inspectors when on patrol, serving notices at cab yards, &c.; (2) by police at standings; (3) by police generally in streets who are instructed to notice cabs; (4) by means of monthly general night inspections; (5) occasional surprise inspections. Cabs reported are inspected by one of the six inspectors, and if found unfit a notice is served not to use *till fit*, 30–2. Some cabs are certainly better than others, 809–10, but a division of cabs into classes with different tariffs would give rise to disputes, and the first class cab would gradually deteriorate into a second class cab, 35–44. Does not think it would work, 769–771. No objection from a police point of view to limitation of licences. A list of applicants wishing to obtain licences would have to be kept. Too many cabs in some parts of London, but no proof that they are a special source of accidents. How fix the limit, and how ensure that the increased profits in the centre, which would result from the presence of fewer cabs, would not attract cabs from the outer districts, denuding those districts and causing congestion in the centre? 45–61. Limitation of licences exists in 10 boroughs, 108–112. Free competition more likely to produce a better type of cab than limitation, 62–6. Cannot say that unrestricted licensing tends to drive out of the trade the better class of driver, 69–72. During 1893, 139 two wheeled and 106 four-wheeled cabs brought up for licence were rejected, 75–78; and about 730 reported as unfit and served with notice not to use. Gradual elimination of inferior cabs in this manner, combined with a refusal to issue fresh licences, would reduce the total number by a number that would be under 1,000 the first year, and less every succeeding year, 79–98. In considering fitness of a particular cab, fitness of harness, but not of horse drawing the cab, is considered, 99, 105. 2½ horses to every cab, 100. There *is* power to inspect horses, but not at time cab is brought up for licence, 101. Hackney carriage inspectors are not *necessarily* possessed of special or technical knowledge of coach building, harness, or horses, but they acquire the experience necessary for the discharge of their duties, 119–33. In a night inspection the inspectors visit the ranks, walk about the streets, inspect the different cabs, 134–5. Is not aware that there are a number of bad cabs to be seen in the East End between 2 and 6 a.m., 138–41. Inspector is supposed to give attention to the cab yards, 137. No power to order a bad cab to be broken up, 144. Cases have occurred in which plates have been transferred from good cabs to bad cabs that have not passed. The unlicensed cabs would not have the stencil mark, 536; and on discovery licence would be forfeited at once, 147–9. If a cab has carried an infected person, notice not to use is served; arrangement with hospitals to report numbers of such cabs. About a dozen reports received from hospitals in the last three months, 150–160. Persons appointed by Commissioner to inspect premises, horses, &c., when occasion requires, 161. Inspectors are engaged solely on public carriage duty, receive about 3*l.* 6*s.* a week. Only one case brought before him (anonymous letter) in which bribery to secure a cab licence alleged; allegation investigated, apparently due to animus aroused by the strict examination of the inspector. If it were a common practice there would surely be some case with tangible evidence, 184–92. No special instructions to hackney carriage inspectors as to their conduct towards proprietors, 583–5. If cab passed,

Licensing and supervision of cabs.

Classes of cabs.

Limitation.

Inspection.

Mr. A. C. BRUCE—*cont.*

approval or stencil mark put on it which can only be removed by being painted out; no attempts at forging it known, 193–8. Cab should not be passed without checkstring, and its absence should be reported by police in streets, 206–7. Inspectors' certificate of fitness is quite general, that he has examined the cab and found it fit, 213–7. Inspectors are under superintendent of division and of superintendent of department: each has a special district; their certificates come direct to Scotland Yard, 218–25. No distinct classes of cabs; all cabs passed equally, that come up to a certain standard, 236–40. No distinction for licensing purposes between day cabs and night cabs; both supposed to be equally good, 244. Has no knowledge of "short riders," or cabs used for immoral purposes, 246–7. Granting of licences goes on constantly all the year, 248–50. About 20 per cent. of number of licensed cabs are not in use at any one time (*see* Appendix I., II.), 251–2. Applicant for driver's licence must produce a certificate from two persons that they believe him to be a skilful driver; police make inquiry as to value of certificate; generally means that applicant has been in the habit of driving; no reason to believe the words are a mere form; persons misrepresenting are liable to a penalty of 5*l.*; three sergeants have to report that the signatures are genuine that the recommendation appears deserving of confidence, and that the persons certifying state they have had frequent opportunities of observing applicant's conduct and his capabilities as a driver; applicant's driving capacity not practically tested, 253–92. Only about one complaint a year of driver's unfitness in that respect, 300–1. Applicant's knowledge of London tested, 293–7. Returns showing results of examination and number of rejections, 312–3. Previous occupations known; bulk of applications come from horse-keepers, carmen, and persons who have had to do with horses, 314–6. Applicant would be rejected if unable to read, or if health unsatisfactory, 336–40. Rise in number of drivers' licences corresponding to rise in number of cabs from 1884–8, and corresponding fall from 1888–93; Legal minimum of age for drivers 16, but in practice none licensed below 17, and between 17 and 21 only on special application of proprietors who have promised to give employment; only 131 "juveniles" licensed in 1893; no reason to think that masters use a great number of these juvenile drivers, pay them lower wages, and so "sweat" the trade; should recommend the minimum age be raised to 18, 347–66. Has no evidence that proprietors take out licences for themselves and transfer them to sons considerably below the age, 367–9; or that they pass off as sons youths who are not, 374*a*. It might be a hardship in cases of small proprietors to refuse licences to sons under 21, 371–4. Production of birth certificates only required in doubtful cases, 329–31. A renewal would be refused, if in Commissioner's opinion man had proved himself unworthy of being trusted with a driver's licence; in considering whether this were so, convictions would be taken into account; *e.g.*, convictions of drunkenness, if one only in the year, driver would probably be let off with caution, and, if another in the following year, licence might be refused at the end of it; but if two or three years intervened, that would be matter for consideration. Average of refusals on account of drunkenness shows a slight diminution only, 379–85. It might be a good thing to grant a provisional licence, say, for three months, instead of absolutely refusing renewal, 386, 607. Would not suggest a three-months' licence to a new man, 627. A new licence is issued without any of the previous convictions marked upon it; so that the driver of bad character and the driver of good character are on a par, at any rate till the former is convicted again, 387–90. About 20 per cent. or more of the 15,000 drivers are not working on any one day—drivers who have died or are sick, butter-

ANALYSIS.

Licensing of drivers.

Juvenile licences.

Renewals.

ANALYSIS.

Mr. A. C. BRUCE—*cont.*

flies, doubles—corresponding to the 20 per cent. of the cabs that are not in use. The proportion between drivers and cabs is 13 88 to 10; there must be some such margin, in order that a proprietor may have a selection, otherwise, in case of an unsatisfactory driver, he would have to choose between retaining him or allowing his cab to lie idle, 393–9, 537. Some cabs are worked day and night, requiring two drivers, 407. Thinks that under limitation you could not ensure that the wants of any particular district should be supplied; but that danger might be minimised by giving a preference in a good many cases to suburban applicants, 414–6. Power to revoke licence of a proprietor who does not use it for a certain time, but no corresponding power in case of driver; under a system of limitation therefore, unless there were such power, difficulties would arise if a number of men who were successful in obtaining licences were intending only to use them during Epsom week, and, on the other hand, in case of a strike, for example, difficulties would equally arise, if there were such power, 417–23. No doubt that several cabs may sometimes be seen rushing at one fare, leading to disorderly scenes, and a subsequent appearance at Marlborough Street; a diminution of that evil would be to the public convenience, 423–8. So far as public convenience is concerned, number of drivers' licences might be restricted, if you could ensure men working regularly, 432–3. At present licences are issued to men who satisfy the requirements without any reference to the number of days they have worked or intend to work, 437. A proprietor is bound to mark on licence how long the driver has been with him, though not the number of days actually worked, 619. Inquiry is only made into an hiatus to see whether, for instance, driver has been in prison or not, 454–60. No particular advantage to police, when inquiring as to a driver's character with a view to renewal, to know how many days in the year he had used his licence; it would be impossible to go into the causes of his non-driving, 616–26. It may be that the Commissioner is not *legally* bound to issue a licence to a man simply because he satisfies the requirements; but this latitude has never been exercised. He is bound by the wording of the Order of 1871 to license a cab that satisfies the requirements, but the wording of the statutes in the case of cabs and drivers alike is permissive only, and it is possible the Secretary of State might, in making a new order, introduce a condition that not more than a certain number of either should be licensed, 467–504. A temporary limitation might be brought about by a more rigorous inspection of cabs and examination of drivers, but no guarantee that the numbers would not creep up again, 523–7. Codification certainly desirable, one reason being that for the punishment of some offences provision is made in several different places, 505, 511–2. Has not considered Paris system of apprenticing to drivers, 539–40. Unlicensed drivers might be detected by police if they wore no badge, but possession of a badge is not, on the other hand, a proof of licence, the licence may have been transferred; has not considered whether it would be advisable to have driver's photograph on licence, as in Paris, to prevent such transfer, 558–65. Would recommend that a driver's licence should become void on conviction of felony, or perhaps on any conviction before a higher court, where judge would probably not have power to revoke; provision might be made for that by an order of the Secretary of State, 569–70, 577–8. Drivers are required to wear their badge when appearing in a police court, even upon a case unconnected with cabs; no special reason for the regulation, 571. There are special orders impressing on superintendents necessity of making careful inquiries into cases reported for summons before application is forwarded to Executive Branch at New Scotland Yard, and pointing out that in the first instance a caution may often be preferable to a summons, 579–82. If a constable feels it his duty to complain of a cabman, he makes a note and reports at the police station; the report is entered in the occurrence book; this book goes before the superintendent, who, if he thinks it is a case for summons, makes a recommendation to New Scotland Yard accordingly, 586. Is not aware that police generally advise cabmen to plead guilty on the ground that they will be disposed of more quickly and treated more leniently, 590. No rule that cab cases shall be brought, if possible, to either

Limitation.

Codification.

Prosecutions.

ANALYSIS.

Mr. A. C. BRUCE—*cont.*

Bow Street or Marlborough Street. Many years ago there was a court in Essex Street for cab cases, 601–3. Sub-letting of cabs by proprietors should be prohibited, it tends to evasion of regulations and of police supervision; a man may live at Islington and let his cab at Paddington, 604–6, 612–4. Would not advise insertion in a proprietor's licence of a proviso to prevent his letting the cab to a railway company, 630–2. An increase in the tariff (such as that recommended by Lord Aberdare, 634) would diminish number of people taking cabs, 633–5. Sixpenny fares for a mile would be an advantage to the cab trade, 636–7. But witness would not recommend any division of cabs into classes in connexion with such fares, 646. It is in a driver's power now, if he chooses, to take a sixpenny fare, but cannot say whether it is done, 830–2. Sixpenny fare cannot be made obligatory without legislation, 836. Present radius fixed in 1853, and works satisfactorily. Before 1853 radius was three miles from General Post Office; does not think growth of London since 1853 justifies a fresh enlargement now, 647–54. Extension of radius would lead to still greater congestion in the centre, 834. Creation of suburban radii outside four mile radius not advisable, 835. No objection from a police point of view to adoption of taxameter. The weak point in most of such inventions is the possibility of a fare being taken without the machine being put in operation, and there would be an objection to police being required to report in such a case, really, to report in the interests of a proprietor, 661–5. Does not think such a machine would be popular with cabmen, 754–5. There are anomalies in tariff, such as difference in fare for same journey according as cab is hired by time or distance, but no complaints have been received from public or drivers, 761–8. Power of customer to compel driver to drive him to a police station not often resorted to, but it is enough in his opinion for customer to have power of summoning driver, 772–7. Has no official knowledge of bilking; knows of its existence in a few cases, 757–60, 780. Can only suggest as a remedy that cabman should have power to take fare before starting, 782. Would allow cabman to apply for a warrant against a bilker, but not allow constable to arrest him on appeal of driver; a mistake in identity might be made, 783–4. Perhaps police should have power to require name and address, and to detain person until they had been verified, or if on inquiry they proved to be false, but there would be considerable danger, 823–9, 786–9. It should be an offence to refuse to give name and address, or to give a false one, 794. Before passing of Summary Jurisdiction Act a man could be imprisoned for bilking; now fare is only recoverable as a civil debt. It might be expedient to give power of imprisonment without option of a fine where a man took a cab knowing he could not pay, and intending to defraud, 790–6. Would not recommend that power should be given to take passenger to station in cases of dispute as to amount of fare, as distinct from bilking, 797–804. Police have nothing to do with amounts charged by proprietor to driver, 813–4. In appointing stands, Commissioner, so far as he can, consults all interests. A public-house is not chosen as a place near which to fix a stand, but Commissioner would not refuse to make a stand at a desirable spot because there was a public-house there, 852–5. No complaints from cabmen of want of rank accommodation, 857–8. No offence to crawl unless obstruction is caused. A difference is recognised between crawling and crawling plus solicitation, 542–550. Crawling an advantage to cab-riding public, but a nuisance from the point of view of regulation of traffic. Difficult to suggest a remedy: cabs crawl in the crowded thoroughfares where it is impossible to provide sufficient standing accommodation, 551–6. Local authorities always consulted before standing appointed, 557. Most of the charges of obstruction by cabmen come from the centre, because there the money is to be earned, and there they congregate; as many cab-stands as possible have been put there, 859–63. In case of conflict of opinion between vestry and police as to appointment of a stand, matter is referred to Secretary of State, 865. Proximity to lavatory accommodation not a condition, 866–7. Water-posts are provided, 869–71. Police exercise no supervision over stands on railway premises, 868. Voluntary system of providing shelters the best; police supervision not required; no complaints of their abuse, or their being a nuisance or insanitary have been received, 842–6. They are restricted to

Sub-letting.

Tariff.

6*d.* fares.

Radius.

Taxameter.

Bilking.

Standings.

Crawling.

Shelters.

Analysis.

Mr. A. C. Bruce—*cont.*

cab drivers, whom they provide with shelter and meals under better conditions than existed formerly, 848–51. Privileged cabs are on the whole better as to condition than non-privileged, 875. They serve the public convenience, 876. Skinner *v.* Usher decided that it was not an offence under the statutes to ply for hire in a private yard or place, *e.g.*, a railway station, 879–82. No real objection to police exercising supervision over cabs and drivers in privileged yards, but at same time no necessity as the companies exercise it themselves, 883–9. Has received no reports, though they may have been made, that the privilege system leads to congestion of cabs and obstruction outside stations; if it is so, one remedy might be to appoint a standing outside, another to summon the cabmen for obstruction; the *abolition* of privilege at, say, a small station, might lead to congestion, obstruction, disputes, 890–907. Is unable to say whether there is any other instance in London of cab-stands on private property, 909. Privilege system exists in the interest of the public, not of the company, 932–3. Railway companies run omnibuses, some licensed (the drivers of which are also licensed), some not, 918–22. The unlicensed 'busses do not ply for hire, but are "job carriages" which must be ordered beforehand, 926. Whether the companies should or should not compete with the cab trade by means of the unlicensed 'bus is not a question for the police, 931.

rivilege.

Taxameter n Hamburg.

W. Bruhn, 667–753 (Hamburg Taxameter Manufactory) explained the fare-indicator and receipt-controller which is now in use in Hamburg and other Continental cities, and for which it is claimed (1) that it will register more than one rate of fare, and that, by the appearance of a number, passengers can see that he is being charged the proper rate; (2) that at the end of a journey it indicates to the passenger the amount he has to pay and at the end of the day to the proprietor the total takings of the driver; (3) that, by means of the signalling arm (indicating when raised that the cab is not engaged) which has to be raised before the machine can be put out of action at the end of a journey and which cannot be lowered without putting the machine in action, it is impossible for a driver to take a fare without the amount being properly registered. To ensure their safety and accuracy, the machines are hired out, not sold, remaining the property of the company, who alone have access to the mechanism; inclusive annual charge, 12*l.*; weight, 25–26 lbs., 672–4. Its introduction at Hamburg has been followed by a great decrease in the number of disputes between driver and passenger, 691, an improvement in the class of driver, an increase in the number of those using cabs, and an increase in the profits of owners and drivers, 701–2. Seldom needs repair, 695. Driver receives a fixed wage and a per-centage on the receipts above a certain amount, 698–700. Nothing apparently to prevent a passenger travelling at and paying a higher rate of fare (*e.g.*, with luggage, &c.), but allowing driver to put machine at lower rate and pocket the difference, 739–50.

Inspection.

Edward Ware, 969–1401, ex-Superintendent of the Public Carriage Department. Concurs generally in evidence of Mr. Bruce, 975. Proprietors' yards are, as a rule, only visited when reports are made against the several proprietors' carriages or horses, except for sanitary purposes or when a night inspection is ordered by Commissioner. A yard might escape visitation altogether, 976–7. Inspectors on night visitations might receive instructions to visit places outside their own district, 981. Visits always surprise visits, 987. In choosing an inspector weight is given to police experience, to a man's having done temporary duty for an inspector as well as to any practical or technical knowledge he may have, 988. When a veterinary surgeon was attached to the force, there were frequent conflicts of opinion between him and the veterinary surgeons employed by proprietors. Enough for hackney carriage purpose to have an experienced officer who can tell when a horse is lame or in any other way really unfit, though he may not possess veterinary knowledge, 991–2, 1379–81. The staff of inspectors was fixed at six in 1870 when public carriages were under 7,000; there should be at least nine now, 993–7. Bad cabs occasionally get on the street, but under present system of supervision are sure to be detected before very long, 998–9. Had not considered desirability of having all cab yards

Analysis.

Edward Ware—*cont.*

registered at local police station, but that hardly affects the fitness of cab or horse, 1122–8. Was not his duty to supervise in person the work of the inspectors or go round the yards himself, 1131–6. If a cab or horse reported, inspector would constantly visit yard to see that the cab or horse was not being worked until fit 1142. Hardly possible for any yard to escape inspection through a whole year, certainly not where horses or cabs are in a bad condition, 1143–4. Each of the six inspectors independent, no chief inspector; they send in a report of the cabs they inspect; possible for a cab to be rejected by one inspector and passed by another; no machinery at present for detecting that, and very hard to devise such machinery as the identity of a cab is destroyed by a fresh coat of paint, 1252–9. Night inspection carried out by patrolling streets and visiting stations, proprietor's premises, &c., object is to detect cabs or horses that are not in good enough condition to venture out by day, 1260–5. Limitation would be bad; cabs would not be on the street if the earnings were not remunerative; if a limit imposed and applicants selected according to priority of application, great difficulty might be experienced in supplying a district which required an increase of cabs or had lost its cabs through removal of a proprietor. Nor would it relieve congestion; drivers would still flock to where money was to be earned. If drivers licences are to be limited, how ensure that they are all regularly used? Many proprietors hold a licence for use in case of emergency; would it be fair to refuse them a renewal? 1000–4. Unrestricted issue of licences has not brought down class of cab or driver; men far in advance of what they were; men who cannot drive, even if they get licences, are very soon out of work; would say that 12 out of every 18 who obtain licences have been acquainted with horses, 1006–18. If cabs were restricted to certain districts, the inconvenience to passengers wanting to go from one district to another would be great, 1020. Admits public inconvenience is caused at particular places by great numbers of cabs there, 1164. To remedy this would give Commissioner increased powers for regulation of traffic, 1169; not provide more stands, 1168. Would not refuse drivers' licences even if 30,000 men applied for them and wages were generally reduced below a living standard, 1172–7. Superior character of drivers to-day may result from education rather than improved condition of the trade, 1179–80. Does not think that excessive number of cabs would account for great reduction in drivers' wages during the last 20 years if there has been such, 1184–5. Sixpenny fares were partially abolished in 1867, when, with a view to discourage crawling, driver taken off a stand was empowered to charge 1*s.* Sixpenny fares worked well, though there was discontent; cannot say why they were abolished for crawlers; their establishment now would benefit the trade, not only in the City, but all over the district, 1022–43. Has only met a limited number who are opposed to them, 1044. Taxameter would be inapplicable to London. Besides danger of its being tampered with, there might be difficulties as to its record being accepted in evidence, 1049–56, 1065. No objection if mechanical difficulty could be got over, 1210. Would recommend as remedies for bilking that seven days' limit within which complaint can be made should be enlarged, that driver should be empowered to claim his fare in advance, and where fraud is apparent, to give the man into custody. Inspector also should have power of detaining the man till his address or position were confirmed, 1060–2. Even in cases of dispute as to fare, would give driver the power to take passenger to police station; the danger of terrorism by driver lessened by power given to inspector at station to satisfy himself: if really a case of overcharge, passenger would pay and then summon driver; people would soon adapt themselves to these altered conditions by making themselves better acquainted with the legal fares, 1086–96. Would not take away hirer's power of compelling driver to drive him to police station, 1107–13. A driver would be justified in refusing to carry a man if he had a reasonable excuse, 1114. In the case of a passenger not attempting to escape but simply refusing to pay, would equally allow cabman to take him to police station as in a case of bilking or mere dispute as to amount of fare, 1293–1311. Cases of bilking and refusing to pay very few, disputes as to amount more general, 1355–9. A case has come to his notice in which a cabman lost

Limitation.

6*d.* fares.

Taxameter.

Bilking.

Analysis.

EDWARD WARE—*cont.*

a whole day through a bilker, 1362; but such cases are not so frequent as to require special legislation, 1365. Cabman must be the judge as to whether there is intent to defraud, 1367-70. Cabman may be summoned but not given into custody for bad or abusive language, 1371–2. Difference between a cabman and say a landlord who cannot get his rent, is that the landlord is not obliged to let his house, but the driver is bound to let his cab to a passenger, 1382–3, but the point would be met if driver had power to demand fare beforehand, 1384; in opinion of witness he has not that power at present, except in case of a "wait," though there is nothing against his *asking* for fare in advance; it is a question of contract and the contract is not complete till the journey is ended, 1385–1401. In reckoning fare distance measured along roadway and not as crow flies, 1063–4. Rudeness on the part of cabmen not general, 1082. Has no personal knowledge that many people hesitate to take cabs on account of anticipated rudeness, 1084. It is an advantage that a man should hold two licences, *e.g.* a tramcar driver's and a cab driver's, and use either as trade required, 1116–8. Infectious persons are sometimes carried in cabs; hard to prevent as driver could not diagnose the case himself, 1147–52. Present radius well understood and keeps cabs in districts where they are wanted. An extension would not distribute cabs more evenly over a larger district, 1194–9. An irregular circle of about same area would be better, 1319–21. Privilege system is really a system of limitation, 1219, affecting a certain portion of the public, but such limitation should be in accordance with accommodation for cabs in the station, 1220. When supply of privileged cabs fails outside cabs are called in and public suffer no inconvenience, 1225–8. Would favour abolition of privilege system if it could be proved not to satisfy requirements of railway passenger and to inconvenience outside public by obstruction, 1232. Is not aware that privileged cabs are better than non-privileged, 1323. Omnibuses plying for hire at a railway station should have a licence, 1313–4. If railway companies became cab proprietors and applied for licences they would be granted them, 1329–32. Under privilege system the arrangements are made by the companies with the proprietors, under the Waterloo system with the drivers, 1336. No reason against Secretary of State inserting in the form of proprietor's licence a proviso that he should not contract to supply the cab to a railway company, the prescribed form at present contains no special conditions. Secretary of State may in granting cab licence impose such conditions as he thinks fit, 1337–51.

Doubles.

Radius.

Privilege.

WILLIAM BEAVIS, 1402–1563. Superintendent of Public Carriage Branch since February 1894: had previously served in both Public Carriage and Lost Property Offices. Has had little police experience of cab-traffic in the street. All cabs should be admitted into stations, so long as there is accommodation, on payment of 1*d.* as at Waterloo, 1430–2. All interests would be better served by the open system, 1441. It is certainly more advantageous to the cabman, 1470. The 1*d.* charge would cover expenses of inspection, watering, sweeping, &c., but cannot say whether whole amount is so spent at Waterloo, 1484. Drivers generally, so far as witness knows, are in favour of "open" system. Privilege cabs are possibly kept brighter and cleaner, 1453. L. & S.W. Railway Company receive about as much revenue from open system as other companies from the privilege system, 1471–4. At Waterloo driver pays directly, at other stations indirectly, for the privilege of entry, 1478–9. Responsibility of refusing entry to any particular cab on ground of unfitness should not be thrown on a railway policeman, 1481. Same regulations as to lost property apply to privileged as well as to any other cabs, 1534–6. Never heard of a system of railway inspection of railway cabs outside their stations as well as in, 1539. In cases of bilking or open refusal to pay anything, driver should have power of taking hirer before a magistrate if one were sitting, or if not, to the police station where he could be detained until his name and address had been verified, 1434–6. Bilking and open refusal to pay are the same thing, in both cases man knows he cannot pay, and should be treated in the same way, 1485–9. If a man had left his money behind and found at end of journey he could not pay, it would be no hardship to him to go to the police station, so

Privilege.

Bilking.

WILLIAM BEAVIS—*cont.*

Analysis.

that his name and address might be verified; he must take the consequences, 1541. Between one-half and one-third of property lost in cabs is brought to the lost property office, remainder in many cases probably retained by subsequent fares; driver can take a lost article to nearest police station at any time within 24 hours, 1438–9. Minimum of age for drivers should be certainly not less than 18, 1458. Witness had at one time charge of all office cases against drivers (*i.e.* obtaining a licence on false representation, &c.) which were taken on any day in the week; never heard that cabman were advised to plead guilty, 1490–4. Can see no objection to, nor any advantage in, a special court for cab cases; they are ordinary cases, 1496. Knows of no other trade in which there are so many prosecutions to the number engaged in it as the cab trade; cabmen always on the streets; many of the cab offences are minor offences, plying, loitering, 1499–1506. Opposed to limitation of driver's licences, 1519–20. Radius circle should be an irregular one, embracing districts such as the West and omitting less thickly populated districts towards the north, not contracting, however, present limit anywhere, 1521–8. Water posts and pails are provided at standings; constable on duty at stand has a key and many drivers have keys. No charge is made to drivers for water, 1542–3. Cabman doubtless looks forward to the good season to remunerate him for his losses in the winter and the presence of "butterflies" in the good season is a grievance from the cabmen's point of view, 1548–50. In renewing licences, would not take into account whether they had been used or not, 1547. Railway omnibuses travelling say between Euston and Waterloo and plying for passengers are licensed; private railway omnibuses standing at platform waiting for any chance passenger should also be licensed; but if private railway omnibus ordered beforehand were compelled to take out a licence, then every livery carriage would have to be licensed too. Is not aware that the driver of railway 'busses are mostly provincials ignorant of London, 1557–61. Could grant licences to railway companies, 1562. It is reported by sub-divisional inspector that obstruction is caused by hansom cabs outside Victoria, especially on the arrival of certain trains during the day; they are kept moving by police or great obstruction would be caused, 1563.

Lost property.

Minimum age.

Police courts.

Radius.

Water-posts.

Railway 'busses.

GEORGE ISARD, 1564–1660. Senior Public Carriage Inspector. Never known a case of a bribe being offered or received with a view to getting a cab passed, 1568. Mode of procedure when cab is submitted for licence—he takes application, sees that name and address are correct, examines cab thoroughly, using screwdriver and gimlet, and looking particularly to the inside and frame; inspects horse and harness, and if the whole is fit directs the constable to put on the plate, 1571. Had some but not a great deal of technical knowledge before entering the force; had lived for a considerable time when a young man at a coach builder's and mentioned that fact in his application for his present post; had also had experience of horses, 1572–6. If the horse that brings the cab is unfit, cab would not be passed by him, 1578. Horse and harness are part of cab, 1580. Nothing to prevent owner sending up cab with a good horse and afterwards substituting a vicious one; but the horse when seen on the streets or the ranks would be reported, 1582–3. All the cabs in his district seeking licences come to him, 1590. Frequently visits yards and in plain clothes; not at night unless ordered by Commissioner, 1591–4. Bad cabs are seen in the evening between 9 and 11 p.m., 1595–7. Public carriage work has increasd greatly, 1598. Cannot inspect a cabyard or mews against owner's wish, without an order from Commissioner; but very little opposition on part of owners. Perhaps desirable to have greater power of inspecting proprietor's premises, 1599–1604. Cabs, horses, and men have all improved in recent years, 1605–10. Has practical knowledge enough to tell whether arrangement by which vehicle turns is safe or whether frame is strongly enough constructed 1616–8. Carriage is fresh painted when brought up, 1620. The different inspectors do not act together, but in case a vehicle is not passed by one, the senior inspector is sent to see and report, 1628–33. No need to have a chief inspector to control other inspectors and ensure similarity of system, 1634. The system at present in each district is the same, 1639, and works effectually. He is satisfied with his present powers, 1643–4. Certain regulations as to inspection and

Inspection.

Analysis.

George Isard—*cont.*

requirements are laid down by Scotland Yard, 1646. Very exceptional to have two men to one cab, 1650. Could not detect glander in its earliest stages, 1652–7. Troughs are not sources of contagion, in his opinion, 1660.

Inspection.

Edward Henry Troughton, 1661–1761, inspector of public carriages. Before joining force had had considerable experience with horses and vehicles, and has supplemented it by private study, 1675–80. Has heard bribery generally spoken of among cab people, but never a specific case, 1683–90. His day's duty is 8 hours, but the work takes 12, 1691. When cab brought up he examines it thoroughly, wheels, linings, particularly doors of four-wheeled cabs, bottoms, windows; thinks that he is a competent judge of its structural safety, 1696–7. Inquires whether the horse bringing the cab is the one that is to be regularly used in it and inspects it, but nothing to prevent another being substituted afterwards; that in fact is done, 1698–1705. Commissioner has power to cause inspection to be made of all horses drawing cabs, and serve notice not to use if unfit, 1712. Insists in particular that windows do not rattle, 1713–22. Passes, on an average, 20 cabs a day on the "passing" days, 1725–31. The week before Epsom is the busy time, 1732–3. Patrols on certain days for the purpose of inspecting horses, 1738. No special inspector of horses, 1737. Cannot inspect horses in a stable except by special authority, or when a horse is reported unfit; if he suspects anything he applies for such authority. Impossible that every horse should be inspected, 1740–56. Has heard that the stencil-mark can be transferred from one cab to another, 1759–60.

Recovery of fare and bilking.

Sir John Bridge, 1762–2008, Chief Magistrate of the Metropolitan Police Courts. Twenty-three years experience of magisterial duty in London, 1762. Money that is recoverable on complaint without punishment (*e.g.*, a cab fare under 1 & 2 Will. 4. c. 22. s. 41), becomes a civil debt by the Summary Jurisdiction Act, 1879, which can only be recovered by the process for recovery of civil debt. Under that process a passenger can only be sent to prison if it has been proved that he had the means to pay; this would mean loss of time and money to the cabman, and the redress under the Act of 1879 becomes absolutely useless to him. At the time the Act of 1 & 2 Will. was passed the difference between "complaint" and "information" was not laid down, and though no one has ventured to say that the section, which gives power to the magistrate to sentence the passenger in default of payment to imprisonment, is still in force, it is doubtful whether it was repealed by the Act of 1879. Recommends (1) that this section should be revived by an Act commencing "Whereas some "doubts have arisen, &c."; (2) that to balance power which passenger has of compelling driver to drive to the nearest police court or station in case of a dispute, power should be given to cabman in case of passenger refusing to pay or not paying full fare, *not* to take passenger in the same way because that would be used as a means of extortion, but to take his name and address, and though it would not be possible to retain the man until address was verified, a refusal to give, or giving wrong name and address, should be an offence punishable with a fine of 40*s.* recoverable summarily, as in Railway Act of 1889 with reference to people travelling without a ticket. Believes this would stop bilking (*i.e.*, evasion of payment) to a great extent, 1768–79. Under restored law of Will. 4. a warrant could be issued for arrest of person summoned but refusing to appear, 1780–2. At present no power to get a warrant, 1830. Would not be safe to give cabman power to arrest bilker without warrant, 1783. Would allow no difference at the moment in the cabman's powers with regard to the man who pays nothing, and the man who pays something but not the full fare. In both the cabman should only have the right to take name and address. The magistrate would grant a summons in the latter case, but a warrant against the man who deliberately refused to pay; even if he gave a false name and address the warrant would still issue, and police would look for the man. A power of taking to police station persons who paid nothing might be used to extort money from innocent persons who, say, had left their purses at home, 1818–32, 1989–96. Time within which complaint must be laid might be 10 days; no necessity for extension as driver has only to appear before the magistrate, make his

Sir John Bridge—*cont.*

complaint, and get his summons or warrant, not to produce the offender, within the limit of time, 1787–9. Section making proprietor liable for fines imposed on driver never, to his knowledge, used in a way unjust to the proprietor, 1790. Section 17 of 16 & 17 Vict. c. 33., "Every driver . . who shall "demand or take, &c.," should be altered to "know-"ingly demand or take" to exclude case of a driver who had made an innocent mistake as to the distance. (Whether the demand was made knowingly or not would be a question for the magistrate, 1835.) No magistrate would punish a man under this section for taking something in excess, as a present, from the passenger, 1792–8. Section 43 of 1 & 2 Will. 4. c. 22., making an agreement for more than legal fare *not* binding, clearly improper and might be repealed; the agreement is generally for some special service to be done, and with a cabman who lives in the neighbourhood of the hirer and is known, 1801–3. Difficulty of passenger denying at end of journey that he had made such an agreement would not be practically felt, 1839–40. Cabman should not be compelled to wear badge in court except in cab cases; in such cases badge often valuable testimony as to identity. Penalty should be lowered from 40*s.* to 10*s.*, 1804–9, 2001–3. Cab cases usually taken on special days as soon as possible after luncheon; order is—charges, school board cases, hackney carriage cases, private party summonses; cabmen always summoned for 2 o'clock, and their cases taken as soon as possible after that so that they may not be kept waiting, 1810–1. Does not know that in all cases of conviction of felony it would be right that a man's licence should become forfeit on conviction, 1812. Believes it would be impossible to rely on any registering machine in London, 1816. Has never heard drivers complain that their cases are hurried in court; should not say that he ever took a case so hurriedly that he did not come to the bottom of it, 1844–6. Does not believe that drivers are ever recommended to plead guilty by the officer of the court, though very probably by the cabmasters, &c., 1847. No ground for supposing that if a man gives the magistrate trouble by defending himself he will be punished more heavily than if he pleaded guilty. Some magistrates might possibly if a cabman deliberately lied in his defence take that into account in fixing the penalty, 1848. Has no doubt that all the magistrates as well as himself would consider themselves to be acting extremely wrongly if they were at all impatient in hearing the driver's witnesses, 1850. One must judge of the truth of evidence on the one side or the other by the way in which it is given; a policeman's to be treated in the same way as that of anybody else; the only thing is that a policeman comes in the execution of his duty and the witnesses on the other side with a strong bias. Impression prevails among cabmen that police have an interest in the conviction; has always taken trouble to explain that this is not so, 1851–2. A special court would be the most injurious thing to the interests of the cabmen; the mind of a magistrate who heard one class of cases only would very soon lose its judicial faculty, 1855. Has a very strong opinion that any classification of cases according to their degree of criminality and the provision of special courts would be very mischievous. Practically, the graver class of offences are taken at a different time, in the morning, 1969–72. Large number of prosecutions of cabmen due to great importance of keeping streets free from obstruction; however small these cases may often be it is right that they should be heard in court and a proper view taken of them; does not believe that in the great majority of cases there is any reluctance on the part of the driver to obey directions of police, 1857–63, 1879. Many cases arise because the standings are not in places where the drivers find they can get fares. In regard to that, can only say that cabman is to blame if he breaks the law. Right that men plying, crawling, and stopping should be prosecuted not only because of the obstruction caused but also of the unfairness to the men who are on the standing obeying the law, 1868–9, 1882. All the standing room that can be given ought to be given, but cannot say whether the present arrangements are defective, 1873–5. Necessary to make these breaches of regulations criminal in order to stop them. If an offence is punishable by a fine there must be a court to deal with it, and the police court is not too important a court; the importance of a case depends

Analysis.

Proprietor's liability.

Overcharge.

Agreements.

Wearing badge.

Court arrangements.

Special court.

Plying.

ANALYSIS.

Sir JOHN BRIDGE—*cont.*

entirely on whether it is important to those interested and the public is interested in the streets being kept in order, and the cabmen in being allowed to obtain their fares, 1876. Policeman doubtless often shuts his eyes, 1878. Municipal authority would not do their duty better, in regard to the appointment of standings, than any other authority, 1886. Police must have a better knowledge of the geography and requirements of each street than even the local authority, 1980. Desire of the police must necessarily be to provide as many stands as they can, 1983. Magistrates hear a number of cases (*e.g.*, under Building and Sanitary Acts) which are no more criminal than cab cases, 1887–8. Would be difficult to secure a competent magistrate to try only one class of cases, 1891. Seldom impose maximum penalty, 1894. For plying elsewhere than at a standing, 20*s.* not too high; no complaints as to its being enforced too rigorously; for first offence of this kind would only impose costs, 2*s.*; for second, 1*s.* and costs; and double that if committed again within a very short time, 1901–4. Obstruction, 20*s.*; same observations, 1905. Allowing person, &c. to ride on box; a good many cases of persons who tout for fares to the disadvantage of other cabmen, 1984–5; sometimes has to be stopped by a substantial fine; for a first offence usually 2*s.* and costs, 1966–8. Standing alongside another carriage, &c., 20*s.*; does not recollect a man being summoned for that, 1909. Refusing to give way to private carriage, 20*s.*; unknown in practice, 1911–3. Plying for hire without fare plate, 40*s.*; an offence that might have very serious circumstances about it, 1915. Would hardly know a cab case in which appeal is made to quarter sessions, 1917. The constable reporting is called as witness, but superior officer applies for the summons, putting in written information and evidence upon which it is granted, 1918–21. Police are complainants in nine out of ten cases under Cab Acts, 1922–4. Police evidence seldom corroborated; should suspect it if it were, 1925. Magistrates probe police evidence, but the defendant's statement is what he really goes upon; magistrate probes that also, though he has no legal right to put questions to defendant, 1926–7. Licence must by statute be endorsed when there is a conviction and fine, but not when costs merely are imposed, 1928–31. Same men often brought up under these Acts. Magistrates can revoke or suspend licence, and would do so for either repeated offences or for a case of gravity, 1934–6; if, however, after a short probation, man can produce a good character, magistrate would recommend him for a fresh licence, 1937–9. Men seldom go to prison in default of payment; magistrate, if he does not wish man to go to prison, generally successful in hitting amount he can pay, and in such cases could grant time to pay if he thought money would be found, or even accept a smaller amount; where time is granted there is very often great difficulty in getting the money, 1940–7. Applications for time are made to the magistrate, 1948. Magistrate never sends to prison unless he thinks it is absolutely necessary to get the fine, 1953. Magistrate also has power to keep the warrant of commitment over, 1956–9. Right of appeal where there is power to sentence to imprisonment absolutely, but not where imprisonment comes after distress, 1954–5. Has no doubt cabmen would *say* it is their impression they do not get fair play in the courts, but he has seen no manifestation of the impression, as he thinks he would have if it were really existent, 1973–7. Would object to power being given generally to a cabman to demand prepayment of his fare, 1999. It would not stop bilking, 2000. Smaller number of cases in proportion in the City might be accounted for by facts that City is empty at night, and has more police per man, 2004–8.

Offences and penalties.

Revocation.

Mr. JOHN RONALDSON LYELL, 2009–2220, Chief Clerk at Marlborough Street Police Court for last 11 years. A rough division is made at all the Metropolitan Police Courts by which offences of a graver nature are taken in the morning and "contraventions" in the afternoon, 2012–7. At Marlborough Street two afternoons a week are set apart on which cab summonses are heard, taking precedence of everything. Cabmen, however, apprehended, for instance, as drunk when in charge of their cab, would be dealt with in the morning, 2011, 2017–20. Not more than one case aweek in which cabman summons hirer for non-payment, 2022. Cabman almost invariably right in those cases, 2026. No cases at all of the bilker who

Police court arrangements.

Number of cases.

Mr. JOHN RONALDSON LYELL—*cont.*

ANALYSIS.

runs away; he is never taken, 2023–5. Very few cases of hirer prosecuting cabman; cases are mostly police prosecutions, 2027–8. Five thousand prosecutions among 15,000 drivers is a large average, but in many cases the same driver appears over and over again. The number of individuals proceeded against is very much smaller than the number of cases; this is so with all street offences, *e.g.*, flower sellers causing obstruction, 2029–34. Thinks after many years experience that sec. 41 of 1 & 2 Will. IV. c. 22, should be re-enacted. That section treated non-payment of fare in the same way as non-payment of a fine, giving power, in certain cases of aggravation, to imprison in default. Under sec. 6 of the Summary Jurisdiction Act, 1879, there must be first summons, then the hearing to obtain the order, then after service of the order the distress warrant, then, if a return of *nulla bona*, the judgment summons, then the hearing of that, at which he has to prove defendant had means to pay. Sometimes distress warrant is omitted. Cabman, therefore, has to attend four or five times altogether at court, 2036–9. In these cases cabmen almost invariably recover fare and costs, but at a considerable expenditure of time and trouble, 2040. By re-enactment of 1 & 2 Will. IV. c. 22 s. 41, magistrate would have power on information to issue a warrant. Power should not be given to cabmen to give bilker into custody, it would be a lever for extortion, 2041–2; but he ought (1) to have power to compel hirer to give his name and address, and (2) in case of a dispute to have same power as hirer, neither more nor less, *i.e.*, to compel hirer to go with him to a police station, 2044–6. Thinks it better to give the power to both than to take it from hirer, 2047. If extortion were attempted hirer could pay under protest and summon driver afterwards; magistrate would inflict a proper punishment, 2050. (*See* 2088–90, 2158–69.) If bilking were properly defined and made an offence a man found in the act of committing it ought to be arrested by the police, not if he escapes at the time and is only found later on, 2211–2. In case of refusal to pay or dispute as to amount, if hirer refuses to go to station, cabman should have power to call a constable and make him go; that is different from arrest, the man being simply compelled to go to a place where his address may be ascertained; a man that is arrested is taken to a cell and kept there until he goes before a magistrate. [Hirer on the other hand has no power to compel driver to go to station, can only summon and have him fined if he refuses (Mr. Cunynghame)], 2213–20. Liability of proprietor to pay cabman's fine unjust, 2043. More cab cases in winter than in summer, perhaps because in winter there is less business and the men have to go about the streets and seek their fares, 2052–5. Large majority of cases result in convictions, 2056. In his experience of four courts not a shadow of foundation for complaint that cab cases are given insufficient time; no inducement to plead guilty in these minor cases because the punishment is according to a tariff, and the same whether they plead guilty or the case is gone into. For a first offence penalty would be 6*d.* and 2*s.* costs, 2058. "6*d.* and costs" much easier to enforce than costs alone, and hence preferred as a punishment for a first offence though involving endorsement on licence, 2110–15. Aggravating or mitigating circumstances would, of course, be taken into account and the tariff departed from, the tariff being for ordinary cases where there is no contest 2126–30. The tariff is the guiding principle which regulates the scale of punishment, but does not govern the particular punishment necessarily which will be awarded in each case, 2141–2. It is a common principle, of course, in all courts that to plead guilty under certain circumstances may indicate a repentant mind and may have its effect on the sentence, 2133–4; and the fact that it is so may induce a man to plead guilty in the hope of getting a lighter sentence, 2132. Vanmen summoned for standing longer than necessary, flowers sellers causing obstruction, and similar street offenders plead guilty quite as much as cabmen do, and people charged with theft even more so, 2061–5. They plead guilty because they know they are guilty; the large majority of cabmen never come into the courts, only the residuum, 2066. Cabman's impression that undue weight is given to policeman's evidence quite unfounded. Cabman is interested, policeman disinterested and probably has never seen cabman before. Magistrate takes all circumstances into consideration,

Recovery of fare.

Proprietor's liability.

Penalties.

Analysis.

Mr. John Ronaldson Lyell—*cont.*

manner in which constable gives his evidence, place where offence occurred, &c., 2067–76. Opposed to a special court for cabmen on the ground that magistrate's views would become contracted, 2077–8. No inconvenience or very little caused by large increase of cab cases in winter, except that arising from assemblage of large number of defendants, 2082–6. Average in winter 25 cases a day, which can be got through easily between two and five, the majority only taking two or three minutes. Court would sit beyond five o'clock if necessary, 2118–2124. A cab case has as much considertaion as any other case, 2080. No influence exerted in court against a cabman bringing up witnesses, 2116–7. Is unable to make any general statement as to whether when constable says one thing and driver another constable's word would be preferred; each case stands by itself, 2091–4. If magistrate under the impression that constable was disinterested, cabman interested, he would probably prefer evidence of constable, 2096. Constable has got an interest in proving any case he brings into court but no interest in first bringing it into court, 2098–2100. Policemen not, of course, above temptation to assert authority, 2103–5. Would recommend that before summonses are taken out against cabmen there should be a personal investigation by the constable's superior officer into the circumstances, and that a system of cautions should be inaugurated—a printed caution served on the cabman for a first offence, 2106. Police having register of cabmen's convictions would be able to tell whether it was a first offence, 2144–7. In many cases caution would have some effect as a first summons, 2107. A talking to from the inspector would be equally good but would take up cabman's time, 2148. The written information on which a cab summons is issued merely names the offence, place, day, and hour, number of cab, and driver's badge. No objection to constable being required to file a deposition stating facts in detail, which should be handed to magistrate when summons applied for and would enable the court and defendant to gauge circumstances on which charge is founded and give material for cross-examination. Not necessary, however, to have written information in summary cases before granting summonses, 2149–57. Power of magistrate to give time not frequently exercised in cab cases, 2170–3; when they get time they do not pay, 2174. Magistrates endeavour to impose a fine that cabman will be able to pay, very few cabmen, less than 5 per cent., go to prison from inability to pay, 2176–7. Sometimes magistrate will mitigate or remit small fines in order to keep men out of prison; the defendant will go into his circumstances with the gaoler who reports to the magistrate. Magistrate knows in 99 out of 100 cases of small fines the money will be paid, 2186. Right of appeal where imprisonment or a fine over 3*l.* is imposed, but very few cases in which it is exercised, 2192–5. More convenient, when cabman is summoned, to serve summons on proprietor who knows and sees him every day rather than driver; more facilities for getting at him in that way. No harm done to proprietor. In almost every other case of course defendant himself is summoned, 2198–2206. Most of the cab defendants at Marlborough Street are between 25 and 30 years of age, 2208–10.

Special court.

Summonses.

Cautions.

Liverpool cab service.

Captain J. W. Nott Bower, 2221–2616, head constable of Liverpool. The city council is the hackney carriage authority, and exercises its power through a sub-committee of the watch committee. Before cabs are licensed proprietors must submit them to the police inspectors of hackney carriages and obtain from them a certificate of fitness. Certain requirements as to size, &c. laid down by council, 2222–3. Besides the dimensions, the upholstery, harness, and fitness of horse also reported on, 2230. Four-wheeled cabs better in Liverpool than in London, and hansoms correspondingly inferior, 2232. Certificate of fitness is taken by proprietor to town clerk's office where he signs a formal requisition for a licence, stating on the requisition the tariff he intends to charge, 2233. All proprietors, as matter of fact, fix one price, 1*s.* a mile; no extra charges at all, 2246. No detention charge allowed, but cab driver has right of option as to whether fare shall be calculated by time or distance, 2236–9. Driver bound to take a fare at tariff prices, which are painted on a plate inside the cab; would be dealt with by sub-committee for refusing, 2240–2. If tariff is changed a fresh licence must be taken out, 2243.

Licensing.

Tariff.

Captain J. W. Nott Bower—*cont.*

Analysis.

The council have power to limit the number of licences, but have never done so. Every cab that comes up to the standard is licensed, 2250–2, 771 cabs licensed in 1895. Area for which cabs are licensed, and to which tariff will apply, is within the city boundary (two miles by five, population, 517,980), and eight miles beyond. Whole population, 800,000 about, 2253–65. Owner pays 3*s.* deposit as security for the three plates (inside, outside, fare), which are supplied by committee, 2266–7. Two-horse system does not prevail in Liverpool; not strictly illegal to put in a horse which had not been inspected with the cab, but if it were a bad one he would be quickly detected and brought before the committee, 2272–4. Licence runs for a year; a month prior to renewal horses and cabs are inspected, the inspectors (six in number, police constables of various grades,) spend a good deal of time at the stands inspecting, 2276–82. These officers acquire their knowledge by experience in the hackney carriage department, and are not chosen as having been coach builders, grooms, &c. A demand to that effect was recently made by the trades' council, but committee considered principal duties of the officers were disciplinary, and that knowledge sufficient for purposes of inspection was superficial and easily acquired. Witness agrees in this view. To have an intelligent constable who gets on well with the men and can keep them in order is more important than trade knowledge, 2283–91. These officers are assisted by the Royal Society for the Prevention of Cruelty to Animals' inspectors, one of whom goes out nightly with them, and so indirectly have the benefit of veterinary knowledge, 2292–8. This arrangement, he thinks, saves one inspector, 2295. Very little disease among horses who are mostly watered from buckets filled from stand pipes. The Contagious Diseases (Animals) Act enforced with regard to cab and all other horses by inspectors of sanitary committee, 2299–2306. Limit of age for drivers 18; must be able to read and write, be strong enough to handle luggage, have a thorough knowledge of city and suburbs, to be capable of driving in opinion of inspector (who sees them drive the cab up to the office and about in the street, or in case of doubt, refers applicant for a more thorough examination to the inspector of mounted police), and to produce certificate of good character for at least two years from ratepayers or well-known persons, 2308–12. Average of driving efficiency up to, but decidedly not better than, London average, and below standard of first class London hansom drivers; perhaps due to difference of experience. Have very little to complain of hansom drivers in way of accidents, 2313–7. Drivers receive a weekly wage (railway station drivers 1*l.*, stand drivers 14*s.*), which is supplemented by passengers' gratuities, 2318–26. No monetary check on drivers, but he would have to bring in sufficient to satisfy proprietor, 2327–8. Ten per cent. of cabs let out on London system with one horse, charge for which is 4*s* 6*d.* to 5*s.* a day, with a small gratuity to the ostler (*see* Appendix III., n., 2); they are the second class cabs, and would not be worked more than 12 hours a day, 2330–43. There is a privilege system in Liverpool; owners pay 3*s.* a week for each cab for privilege of entering station, all other cabs excluded; cabs are attached to particular stations, and are bound to attend in such numbers and at such times as companies lay down, 2344–51. Supply of cabs always ample, 2529. No complaints from any quarter, 2352. Railway inspectors check the entry and departure of cabs, but the ordinary inspection is done by the inspectors of cabs, who are allowed by the companies to take advantage of the station for that purpose; if they consider one to be unfit, the company order it out of the station, 2353. A non-privileged cab depositing a passenger at a station would not be prevented from taking another away, but the chances would be small as the arrival and departure platforms are separate, 2355. Privilege system has never led to obstruction outside stations, 2566. Does not think that it would be in the interests of the railway companies or of the public if the agreement were made with the drivers instead of with the owners, 2606–8. Police receive all complaints against owners and drivers, reporting more serious to committee, who have power to revoke or suspend licence, bringing less serious before magistrate, 2362–4. Policeman complaining of constable would make a statement of facts to one of the hackney carriage inspectors, who would enter the charge

Limitation.

Cab area.

Inspection.

Drivers.

Qualifications.

Wages.

Privilege.

Offences.

Analysis.

Captain J. W. Nott Bower—*cont.*

from the statement in the "complaint book;" the policeman is summoned before the committee who have the book before them and go into the case, 2609–11. (*See* return in Appendix III. H. 2). Never any conflict between magistrate and committee, 2385. Committee never interfere in any way with a case that is going to a magistrate, 2368; magistrate never exercises his power of revoking licence, but prefers to leave that to committee, so that a serious case after being dealt with by him might go before committee for consideration as to how far it affected the propriety of the driver being allowed to continue as such, 2377, 2368. The magistrate's decision is entered on the driver's conduct book, and if there were a number of such entries when licence due for renewal, committee would consider whether the man was a desirable driver, 2369.

Disputes as to fare.

In *bonâ fide* disputes as to amount of fare, usual course is to go to office of hackney carriage inspector, who, as a rule, settles the matter.

Bilking.

If cabman is overcharging, and persists, he would be ordered to attend at next meeting of committee, and passenger would be asked to attend and substantiate his complaint. Cabmen cannot be compelled to appear before the committee, but the offence would be dealt with in their absence if they did not go, (2428). If fare was to blame, his name and address would be taken and the cabman left to summon him if he were a known person; if unknown, he might be locked up for refusing to pay his fare, and case would be dealt with in magistrate's court. In a *bonâ fide* dispute, of course, there is never any difficulty in obtaining name and address, 2393–6. No power to award compensation to cabmen for loss of time, as in London, except in shape of a liberal sum for costs, 2397–2405. Under sec. 199 of Liverpool Improvement Act, 1842, fares, with costs, recoverable as any penalty imposed by the Act, 2406. Positive refusals to pay occur almost only in cases of drunken men, who are locked up generally on double charge, 2410–3. Amount which magistrate orders to be paid recovered by distress warrant, or, if no goods, by body warrant, 2415. In the case of a bilker who evades payment by running away, and is afterwards recognised, cabman would call policeman, the fare would be demanded, and, on refusal, the policeman would take him into custody, or if the man were known take his name and address with a view to summons, 2418–29. A section in the Act of 1842 gives a peculiar power (seldom exercised) to Liverpool constables to arrest a person who has committed any offence, and whose name and address is unknown, 2424–6. This power has never led to any acts of extortion; its use is discouraged in every possible way, 2433–5, 2558–2561.

Standings.

Stands are appointed by committee on request of cab owners or residents; 100 accommodating at least 1,000 cabs (exclusive of accommodation in stations) within a 1½ mile radius of centre of city; accommodation in excess of number of cabs, because some stands are filled at particular times of the day only, 2441–6. There is also a large number of stands outside that radius, 2449. Advertisements not allowed on cabs, 2454–5. Drivers are supplied with a book of bye-laws gratis (a charge of 6*d.* for a duplicate if first is lost) a badge on which 5*s.* deposit has to be paid, and a book of distances (6*d.*), which they are bound to produce to hirer, 2457–8. Also bound to give to every hirer ticket containing name and address of owner, name and number of driver, and notice where complaints can be made; they are only dealt with, however, if they refuse to give it on demand, 2458–61.

Shelters.

Eight shelters in Liverpool; only one maintained and governed by private individuals; rest (five of which were erected at cost of corporation) controlled by the committee. Shelter keeper is appointed by committee on nomination of drivers frequenting stand, and makes his profit by sale of refreshments at a tariff over which committee have an indirect control, 2463–7. Police extremly particular to see that there is no compulsion on men using the shelter to take refreshments. Corporation supply gas and water free of charge. No intoxicating liquor sold, 2468–9. Till quite recently inspectors of cabs were not constables; the change has given police additional powers in control of cabs at theatres, &c., and works well, 2473–7.

Limitation.

No understanding among proprietors so far as he is aware to limit number of cabs; number of drivers stationary, of cabs decreasing (through competition of tramways, &c., and number of unlicensed cabs run at cab fares from the yards), 2480–3. 1,074 drivers to 771 cabs; no complaint from drivers as to excess,

Analysis.

Captain J. W. Nott Bower—*cont.*

which is not much, 2484–7. No desire has been expressed on any side to have a smaller radius, 2494.

6*d.* fare.

A 6*d.* fare has been tried but found not to answer, 2495–7, perhaps because the short distance traffic is much lighter than in London, 2596. There is power in the event of a cabman committing an offence to prosecute owner but it is never exercised, 2500.

Soliciting.

Annual inspection sufficient, 2503. Soliciting not done openly or to annoyance of people, put down by police as much as possible, incentive to it partly removed by excess of accommodation on standings, 2504–7. Offences not confined to young drivers, 2510.

Classes of cabs.

No exceptional privilege granted to proprietors' sons, 2513–5. Cabs and drivers may be classified: (1) private unlicensed cabs, (2) cabs with drivers at weekly wage, (3) cabs with drivers paying for use of cab, (4) cab of driver-proprietors. Weekly wage secures a better class of men and is an incentive to good conduct, 2518–21. Surprise and night visits occasionally paid to yards, 2539–40. No register kept of cab yards which are inspected under medical officer of health, 2543–4.

Use of licence

If a man had not used his licence committee, before granting a renewal, would require to know what he wanted it for; a man should not have a licence unless he intends to use it, 2545–6. Drivers disobeying regulation as to cleanliness, &c. would be first cautioned by inspector, then reported to committee who would caution, suspend licence for three days, and so on, 2547–51. Thinks Liverpool cabmen have improved in appearance and character during last 13 years, 2564. All licences terminate at end of May or June; men who have twice been convicted of drunkenness or three times of any other offence during the year have to apply personally to committee, 2569–77. No attempt to make a revenue out of licences, 2578–9. Nothing in Liverpool to correspond with London season, hence no temptation to take out a licence for use during a few weeks only, 2582–4. Very little night work, 2585. Removal of plate from licensed to unlicensed cabs would be quickly detected, because number of cabs is small, 2600.

James Scott: 944–963, 2617–2845, 3057–3453; Manager of the London Improved Cab Company since 1887.

Inspection.

Has no personal knowledge of any undue influence ever being brought to bear on a hackney-carriage inspector, has no reason for thinking, nor does he believe, that the allegation is true, 944–52. As long as the hackney-carriage inspector is not a practical coach-builder the inspection must be unsatisfactory, and there must always be the danger of a bad cab being passed, 956–7. Has never heard of a cab when rejected at one station being taken to another and passed, 958. Biennial inspection not necessary if cab is in a thoroughly efficient state when passed, 959. Inspector should have power of seeing the cab actually under repair or construction in the workshop as in Edinburgh, 960. Bad cabs are principally, but not all, fourwheelers, 2620. A good many cabs running, roughly about 1,500, which ought not to be allowed, 2621, 2629. No man can judge properly of state of repair if he only sees cab after it is painted and varnished, 2625. Has never had a special general inspection of the company's cabs, horses, and harness as provided for by the Act; the inspectors have visited the yard regularly on trivial matters reported by the police with respect to a particular cab or horse, inspected what was wrong, and seen the defect was remedied, that is all, 2634–50. The present inspectors are neither up to nor sufficient in number for their work, 3255–7.

Sub-letting.

Sub-letting is a distinct evasion of the Acts; within the mark in saying 1,000 cabs are sublet in London. A small cab builder picks up discarded cabs at sales, does them up, takes out licences, and lets them out, say, to a laundryman who has two horses which would be idle on so many days in the week if he did not hire a cab in this way and let it and them to a driver. But the owner is not a licensed owner in the usual sense, he has no horses or harness, and holds no drivers' licences. The drivers are a bad class who cannot get a cab in any other way. Then who is responsible in case of accident? the middleman apparently, as supplying the motive power, 2651–6. No objection to a driver hiring a cab and providing the horse himself, 2657–8. By the system of of sub-letting the cabs may be taken right away from the owner's premises, and police on coming there to inspect would find nothing.

Limitation.

A licence should only be given to the man who lets the cab to the driver, 3239–44. There are too many cabs on the

Analysis.

JAMES SCOTT—*cont.*

streets, but not too many good ones; if the standard were raised the number would fall, and good ones would not come in to replace the bad ones until there was the demand. The demand will limit the number of both cabs and drivers, there should be no artificial limit beyond that effected by the application of a high standard (in the case of drivers, of character and ability to drive, the latter should be fully seen into), 2667–74. There are not too many good cabs on the streets, and if all the cabs now licensed were good cabs, they would prove not to be in excess of the demand, as public confidence would be restored, and people would no longer be afraid to take a cab, 3249–52. The company employ 345 drivers to work 280 cabs, 3270. Opposed to limitation of number of good drivers, 3260. One difficulty in limiting would be the fact that nearly 2,000 cabs are worked 23 hours a day by two regular drivers and an odd man, 3274–9. Laws of supply and demand will regulate number of applicants for drivers' licences, 3267. Fees.

Fee charged for a cab licence is far in excess of what is required for expenses of hackney carriage department; should only be sufficient to cover them. Does not think present amount discourages a poor proprietor from taking out a licence, or that a reduction would increase number of cabs on streets. It amounts to a very small sum when worked out for a single day. The advantage of a reduction, such as it is, would be shared equally all round, 2675–87. Proprietor's Liability.

Very hard that owner should be compelled to attend or send a representative to the police court to produce the licence of a driver charged with a trivial offence; proprietor receives no costs even when complaint is dismissed as wrong, 2688–94. Fine imposed on cabman may be levied on owner, but knows no case in which this has been done, 2695–2701. A proprietor should not be liable to an unlimited extent for lost luggage unless a special declaration is made by passenger; otherwise, up to a certain limit only, as carriers, railway companies, hotel proprietors are, 2702–12. Privilege.

Privilege system right: railway companies have a responsibility to their passengers, and want some security that the people they bring up, often with valuable property, will be conveyed to their destination by thoroughly respectable men, and that lost luggage will be traced without difficulty. This security is given under the system to the railway company by (1) their having the name and address of all drivers; (2) their system of supervision; (3) their having drivers who are well known to them and have become part and parcel of the station staff; and (4) their requiring drivers to return to the station within a reasonable time. The supervision could not be so efficient if all cabs were allowed to enter, 2715, 2718, 2720–2, 2737, 2741. Witness would assign to a privileged cab a man of known good character, and one who had been accustomed to drive out of a station. A man who has driven out of a station all his life would be lost on the street, while a first-class street driver who has a good turn-out and knows his way about would earn more than a privileged driver and would consider it beneath him to go into a station, 2728–32. The privileged driver is steady, respectable, but not brilliant, 2733–5. Companies also insist on having cabs of the very best quality; four-wheeled privileged cabs are altogether a different class, 2738–40. Practically, therefore, the privilege is attached to both cab and man, 2725–7. System of contracting with responsible owner also gives passenger whose property is lost a better chance of recovering compensation, 2741. The privilege is an advantage to proprietors as it enables them to get hold of men of good character, 2745. No objection to privilege money being abolished, 2747. The advantage of the privilege system to the proprietor is that it secures for him regular employment and good men, 3289; no more profit to be made out of it, 3283. There is a decided advantage to the driver, 3290. His judgment in favour of the system not influenced by question of profit, 3288. A great many of the company's cabs are brougham cabs, which are very superior to ordinary four wheelers, and are only fit for that work, 3294–3311. If privilege abolished, they would not be sure of access to the station, could not be worked to advantage on the street, and would have to be disposed of, 3391–2. Company have over 200 cabs in privileged work, all specially constructed and painted for that work, 3312. The accuracy of any taxameter witness has seen depends on honesty of driver; would be a risky experiment with great mass of drivers. Danger of collusion between passenger and driver; impossible to have a system of inspection on cabs as on omnibuses, 2749–55. Would prefer, of course, a machine which would be independent of honesty of driver, 2756–7. A simple distance registering machine, which should not be conclusive evidence, but from which he could calculate the fare, would be an assistance to the passenger, 2758–60. Present radius measured as crow flies, while fare is fixed by distance travelled along street; man often has to drive five miles from Charing Cross before reaching radius, and only receives half-a-crown; would recommend an irregular circle produced by taking five miles from Charing Cross along nearest roadway. The fluctuations arising from the opening of new streets would be very slight, 2761–84. Drivers who ply in the suburbs are in favour of retention of present radius, 2786. There is not the need for cabs that there used to be; people use 'busses, underground railway, &c., instead. Finds, however, that during the season cabs are as busy as they can possibly be, 2798–2801. Has not the slightest difficulty in getting good drivers, 2802. Police have full power under Cab Acts to deal with cases of cruelty, but prosecutions by them are very rare, generally by Royal Society for Prevention of Cruelty to Animals inspectors, who seems to have superseded them in this. In the one or two cases in which he himself has been concerned the prosecution has been conducted unfairly, 2803–8. The inspectors loaf about with a broken-down vet. in no practice till they pounce on a case, and no veterinary evidence will avail with the magistrate as against his. Police should have a veterinary surgeon of respectability attached to each district to whom suspected horses should be taken direct, and if he recommended prosecution proprietors would have confidence. The inspectors of a voluntary society not likely to be so fair or impartial or of such good conduct as a police officer liable to disrating, dismissal, or loss of pension, 2809–16. The Royal Society for the Prevention of Cruelty to Animals inspectors do not possess sufficient knowledge of horses, are capricious, and have a direct interest in obtaining convictions, and the veterinary surgeon is paid by results, 2817–2827. Horse Owners' Protection Association has recently been a check on the Society, 2820–1. Masters and men agreed in regard to this subject, 2823–4. Police have ample powers, and want stirring up, 2829–32. Water-troughs a fruitful source of glanders. Forbids drivers to water their horses there on pain of, first, suspension, then dismissal, 2833–4. They are not kept as clean as they might be, 2839. Provision of water in the streets should be transferred to local authority, 2841. Shelters also should be under proper control, because during strike non-unionist drivers could not get a cup of coffee there, 2842–5. Existing standings not sufficient in number and situated in out-of-the-way places, 3058. Advocates formation of many small ranks in busy parts, 3059–61. Best class of cabs does not go on stands now, only the cheap cab to be found there, 3062–3. But small stands in busy places where men would not have to wait long would always be filled, and by good cabs. Shelters can be erected at different points in crowded thoroughfares, and standings for two cabs or three alongside; the standings would prevent the clashing of traffic, 3064–9. No need for advisory committee on which police, municipal authority, masters, and men should be represented. Police know congested districts, and, in consultation with vestry, should decide, 3226–38. Driver's licence should be his character; another column should be added for "cause of leaving," *e.g.*, refused to pay his day's money, lamed a horse, &c. Employer would be liable for inaccurate entries (unless made *bonâ fide*), at any rate he should be made liable to a heavy penalty for inaccurate entries, 3092–3. As it is, proprietor has no means of finding out character of man he is going to employ, the licence only stating last proprietor's name, and dates of entering and leaving service, 3073–85. Unfair also that a man with a bad record of convictions should start each year on renewal of licence, so far as proprietor is concerned, with as clear a sheet as a man who had never committed an offence. A licence might be made continuous and stamped at end of year, instead of being handed in and replaced by a new one. At anyrate the previous convictions, for a limited period only, one year or two, should appear on it, 3085–90. A division of cabs into two classes, with different tariffs, even though painted in distinctive colours, would lead to confusion, 3094–5. A driver of an

Analysis.

Radius.

R.S.P.C.A.

Troughs.

Shelters.

Standings.

Drivers' licences.

Taxameter

Classes of cabs.

Analysis.

JAMES SCOTT—*cont.*

inferior cab comes in, even now, for a great deal of chaff from other drivers, 3106-8. Does not admit that it is unfair to the public that the driver of an inferior cab, for which he pays less, should make the same charge as the driver of a better cab; the men, of course, do not get so much custom, 3109-20. The company's per-centage of licensed cabs at home not in use, even taking into account foggy days, inclement weather, does not average more than two throughout the year; during the season there is never a cab at home, 3097. The number of cab licences held by the company is always less than the actual number of cabs they possess. When a licence expires and a cab goes into the workshop for repairs, there is always another cab that has been through the workshop ready to take its place, so that their number of licensed cabs is never diminished. A small proprietor of three or four cabs could not work this system perhaps, but the per-centage of the whole body of cabs out of use could not touch 10, 3123-33. The company's drivers are very honest; one third teetotallers, 3136-8. Some record should appear on the licence of the use made of it; but not altogether fair to judge by number of days worked, as some drivers, long-day men, work 16 hours a day, but only four and a half days a week. Even after you made allowance for the four and a half days driver, and took 200 days as a minimum service, a man might be absent three months, and yet reach the limit. Would recommend that if a man was absent from work for a week or longer without reason, proprietor should state on licence that he was not in his employment during that time; but should not take account of breaks of less than a week. Recording the number of days worked in each week or in each month would be too laborious. Cannot conceive the extreme case of a man who would work one day, but only one day, in each week, and so escape without any marks on his licence. Proprietor does not want so much to know the number of days a driver works, as (it being known that there are drivers who only drive during a certain period) to know how long he continues to drive, 3141-59, and to ensure drivers working more regularly, 3266. Chair-marking—entering the dates of entering and leaving service on a licence in such a manner (*e.g.*, by writing figures in words), that an indication of the driver's character, cause of leaving, &c., is conveyed to next employer, 3162-75. The company never chair-mark. Chair-marking may be spiteful, and injure a driver very seriously, 3185; and the practice is one reason for having an additional column for "cause of leaving," 3182-3. The Red Book is a book kept by certain masters or associations of masters in which drivers' characters are recorded. The company have nothing to do with it, 3194-8. Is chairman of "Cab Proprietors Mutual Protection Association," which has been formed since the strike, and in which is merged the "Metropolitan Cab Proprietors Strike Fund Association," 3202-8. The association proposes to seek incorporation, 3211. You will generally find public-houses near cab-stands; always a tendency for a public-house to try and get near one, 3218-25. A 6*d.* fare, in the option of a driver who might use some kind of indicator, would encourage cab riding and help the driver, 2790-7. If a 6*d.* is to be made compulsory and placed on the tariff, it should be for short distances (under a mile), and during certain hours only, the business hours of the day, say 10 to 6; but not, for example, at theatre time, 3317-29. Within those limits a cab might be called off a stand for 6*d.*, 3445. Proprietor is responsible for all accidents, and for all luggage lost *from* a cab. Cannot say who would be responsible for small articles left in the cab if owner could prove he left it in cab, 3333-45. Unreasonable that a man should be summoned for plying in a place where no stand is provided, but there are hundreds of cases which are passed over by police. The number of convictions for these small offences shows that the police are very lenient, 3355-9. Majority of magistrates also deal leniently with drivers, 3361. An indorsement of a 6*d.* fine does not count for much, and there must be some means of recording it, 3363-4. Would not be in favour of a special court for cab cases, 3366, but would be in favour of a written warning being sent to a driver for the first offence *reported* when otherwise a summons would have been taken out, 3374. Police repeatedly give warnings in the street when they might reasonably take the man up, 3373. In his experience of eight years has only known of three cases of genuine bilking among the company's drivers. Many men come back without money, say they are bilked when they never have been, and really bilk the proprietor, 3385. A power of arrest would be a dangerous power to put in the hands of a cabman, 3382. Cabman should be protected against bilking but in what way can hardly say. He might summon a policeman in a case of refusal to pay, and if no satisfactory explanation could be got there might be recourse to the police station, 3383-4. Of the company's drivers 287 about are regularly employed, some of these work four or five days only in the week, and at any particular time some may be sick, taking a holiday, or not at work for some other reason. It is necessary therefore to have a small margin of odd men who come down in the morning and take out the cabs of the regular men who are away. If a vacancy occurs among the regular men an odd man fills it, 3398-3416. In the bad season the regular driver will only work a day or two in the week or perhaps take a holiday altogether, and the odd men will get employmen nearly every day, 3402. Perhaps one or two odd men every day who do not get cabs, 3407-8. If odd man wants to try somewhere else for the day he merely has to ask for his licence, 3419, and would not be refused next day if he came back; but they never do ask for it, 3424-5. Very particular not to employ butterflies, 3429. It is a hardship to the all-the-year-round men to have these men sharing their harvest, 3430. The new masters' association has not yet considered propriety of taking powers to form an advisory board to discuss and consider with full powers all matters relating to the trade, 3449-51.

Use of cab cence.

Use of rivers' icence.

Chair-narking.

3d. fare.

Police courts.

Bilking.

"Odd men."

FREDERICK WEBB: 2846-3056; Head Constable of Leeds. Cabs are under the Hackney Carriage Committee, 2848-9. A proprietor wishing to obtain a licence sends an application to the committee, the vehicle is then inspected, the horse by a veterinary surgeon; 5*s.* paid for licence. Roughly, two horses to each cab. The number of cabs is limited to 159 (formerly 120), of which 50 are hansoms. Population of Leeds, 367,000, mainly manufacturing and artisan, 2851-60, 3044-5. In fixing number, corporation guided by actual demand for cabs. No attempt made to proportion it to number of population, 3046-52. People use 'busses and trams in Leeds more than they do in London. Cabs in Leeds mainly used by people with luggage, 2862-8. Limitation adopted to ensure a better control over cabs and less inconvenience to the traffic in the streets, 2869-74. Limitation well known, no application made except for purpose of replacing old cab. If there are two applicants to take place of proprietor giving up business, a vote of the committee decides between them. No complaint made of insufficiency of cabs, 2898-2904. Leeds four-wheel cab far superior structurally to those of London, but hansoms not so light, hills in Leeds requiring a strongly-built vehicle, 2906-7. Tariff, 1*s.* per mile and 3*d.* each additional quarter; 2*s.* 6*d.* per hour; charge for luggage over one cwt., 2875-6, 88-9. Cab area, nine miles by seven miles, 2877-85. No demand for a 6*d.* fare, 2886-7. Applicant for a driver's licence sends in a written application with testimonials as to character, driving ability, knowledge of district: after authenticity of testimonials has been tested, he appears personally before the committee; 2*s.* 6*d.* paid for licence. No test of driving capacity. No limitation of number of drivers' licences, 2890-7. Drivers in Leeds neither better nor worse than those in London, 2905. Drivers are paid a weekly wage (*See* Appendix), has never heard complaints of men not bringing their earnings properly to the owners, 2914-7. Committee has power to take away a licence which they occasionally use, 2918-9. Only minor matters, such as disobedience to the orders of hackney carriage inspector, would be dealt with by committee without first going before magistrate, 2921-3. In other cases, a hackney carriage inspector is present at trial before magistrate, reports to, and takes driver before, committee who consider question of revocation. Revocation usually follows a conviction of any seriousness; is always left by magistrate to committee, 2924-5. Drivers steady and civil; not 20 offences by drivers in a year, 2926-31. Very few cases of non-payment of fare or dispute as to amount, 2932-4. Dispute sometimes amicably settled by hackney carriage inspector, 2935. No power on part of cabman to arrest fare refusing to pay, constable would take his name and address and perhaps in case of doubt, though there is no legal

Licensing and limitation.

Drivers' licences.

Revocation

Disputes as to fare.

Analysis.

FREDERICK WEBB—*cont.*

power to do it, take him to nearest police station and test it. It is not an offence for a fare to refuse his name and address or give a false one, 2947–51. If a man drove to railway station, refused to pay, and was about leave by train, police would stop him, 3032–3. For legal procedure necessary for recovery of fare *see* Appendix III., II., 3, 2935–46.

Inspectors. Cabs inspected twice a year, 2955. There are two permanent hackney carriage inspectors who belong to the force, chosen after experience of traffic duty as knowing the drivers, but without any special qualification as carriage builders or any special veterinary knowledge, 2957–61, 2963; keep a register of yards which they visit monthly, 2955.

Disease. Veterinary surgeon present at half-yearly inspection, 2962. Very little glanders in Leeds; consider troughs unwholesome, each horse should have fresh water and a

Standings. clean vessel, 2965–73. Forty standings in Leeds, more than enough accommodation, 2974–8. Loitering is an offence, but very few cases of obstruction by cabs, 2979–81. Shelters provided by philanthrophists, merely places of refuge, no refreshments supplied,

Cab-districts. 2982–98. Cabs are divided into three sections, and lettered accordingly, A, B, C. Leeds divided into three districts, and each section takes a certain district on a certain day. Every cab takes every stand in turn. If a cab moves off a stand, another cab from a supplementary stand will fill up the rank. By this arrangement any particular cab, in case of complaint, can be easily identified at any time, 2999–3008. Arrangement (which has two objects, fairness to the men and better control) works without any difficulty, 3010. No objection raised by proprietors as to distance of their stables from any particular stand; none of the actual ranks are outside the centre, 3014–7.

Privilege. No privilege system at railway station; section arrangements secures the right of entry to every cab in turn, 3020–3. Same control exercised by municipal authority over cabs in station as on the streets, 3024–7.

Taxameter. JAMES RIDGE: 3454–87; explained his taxameter. The apparatus is set in motion by the weight of the person entering, 3460. It records for the passenger the distance traversed and fare to be paid, and for the proprietor all the times and distances of the day's work, 3464. Charge for hiring machine not more than 6*d.* a day, 3470. It has been tried at Brighton with satisfactory results, and has been approved by the inspector of hackney carriages there, 3474. Weight 10 to 12 lbs. A double check to prevent collusion, 3482.

JOHN BEASLEY: 3488–3922; retired driver, formerly an official of the union: Bribery does not exist so

Inspection and bribery. much now as before 1872–4, at which date inspection was made more stringent. It is the custom, however, for the local proprietors' associations to give inspectors a testimonial on retirement, 3490–4. Bribery not practised because public more particular and demand for cabs less than formerly, and on this account it is less profitable now to run bad property, 3495–6. Has not himself seen a bribe offered or a coin put under the seat, nor known any case in which he has been acquainted with the whole details, 3605–8. System of inspection inefficient; simply looks to the measurements and general cleanliness, 3498–3501. Cabs sometimes taken up for inspection

Revenue. by a pony, even men, 3505–6. The subsequent

Examination of drivers. supervision of cabs is also inefficient; the condition of any particular cab depends entirely on the proprietor, 3507–9. Testimonials as to driving capacity worthless; proprietors used to test the men themselves, but now, as long as they are insured against accidents, do not trouble about it, 3,502–3. Drivers come from all classes—about half only would have had a *bonâ fide* previous experience of driving. Some applicants will work perhaps in a stable for a day or two to get the recommendation, 3563–72. The cab-plate revenue comes out of the driver's pocket; does not object to the payment which is a small matter per day, but the revenue should be devoted to erection of covered stands and shelters, which would much decrease wear and tear of cabs, 3511–13. The present

Two classes of cabs. custom of paying a higher fare for a better class of cab might be well established as a principle, 3517. Tariff should be (1) 1st class, 8*d.* a mile, 3*s.* an hour; (2) 2nd class, 6*d.* a mile, and 2*s.* 6*d.* an hour, 3617–9. Some proprietors forbid their men to water their horses at troughs, 3521. Bucket system much better,

Limitation. 3701. Deducting 4,000 driver-proprietors there are 11,000 drivers to 7,000 cabs. 9,000 would be enough, 3750. 4,000 odd men, who may have to depend

Analysis.

JOHN BEASLEY—*cont.*

for the week's earnings on a casual day's work, and are tempted to overcharge (*see* 3746–8). Was opposed to limitation at first, but now convinced a reasonable proportion should be maintained; cab-driver is, after all, a public servant, 3523–6. Would recommend (1) licences should not be issued in summer, but in January, when driving least profitable; (2) licence to secure renewal should have to be used—say 10 months in the year; (3) difficult to say what number actually required, it should be left to some authority to determine whether any increase or decrease is necessary, 3527–30. Cabs might be reduced by 1,000, 3825–6. To raise the standard of quality would be one way, and a good way, of reducing number, but not sufficient by itself, 3625–7. Number of drivers might be reduced in a similar way by more severe examination of fresh applicants and more refusals to renew in the case of men often convicted, 3628–9. It would also be necessary to discontinue issue of new licences for a time, 3658–9, 3759. Rather hard to refuse renewal to old and feeble

Butterflies. drivers, 3766. Butterflies not such a nuisance as formerly, 3531–2. Great congestion in some places

Crawling. due to lack of proper standing accommodation. Crawling cab a greater nuisance than ever, although number of cabs is decreasing, because competition of 'busses, &c., has narrowed area where fares are to be obtained to a 2½ miles radius from Charing Cross.

Radius Radius should be extended in some places, 3533–9.

Bilking. Bilking has grown of late years; unscrupulous people begin to find it easy. Driver not only loses money, but is often thrown out of employment for a week or more because he has not brought home enough to pay proprietor. Bilking generally for a large fare, 3542–5. At present no power in driver to demand name and address of fare; nor in constable to detain him if he refuses. Driver should have same power as tram or railway companies of detaining a person who does not pay fare, 3547–8. In a case of bilking, a cabman should only have power to detain bilker, on recognising him afterwards, if he had previously obtained a warrant. In case of refusal to pay, constable should have power to detain till name and address had been verified, but not in case of dispute as to amount. In favour of restoration of law of William IV. in regard to recovery of fare, 3636–43.

Police courts. Cabmen complain that by practice in some courts of taking all cab cases on two days in the week they have often to wait several hours and incur an expense of several shillings for their cab. A special court would be an advantage. Cabmen who wish to take out a summons for recovery of fare often find themselves unable to fill up the legal forms, 3549–50.

Privilege. Was a privileged driver for five years, and does not consider system an advantage to the public. Take the expresses arriving at Victoria in the morning; there are not enough privileged cabs, and passengers have to get their luggage carried out as best they can to one of the street cabs which congregate outside. The same at most stations, except Waterloo, where there is very rarely a scarcity of cabs, 3554–6. Has heard

Taxameter. that most taxameters are easily thrown out of gear, *e.g.*, by backing with the machine at work. The adoption of one would be a disadvantage to the proprietor because if the driver received only the *bare* fare he would not be able to pay the present price for

Standings. his cab, 3557–61. The accommodation of "business" standings, *i.e.*, standings where cabmen put on for purpose of obtaining fares, not of resting, would be only a quarter of that given in the police report. The public want a cab to hand or they do not want one at all, and drivers will not go on out-of-the-way stands. Would suggest that a long covered stand should be made on the embankment which should feed several standings for two or three cabs at different points in the Strand, 3573, and that during the busiest times of the evening two or three cabs should be allowed to stand at the end of each side street. Congestion would be diminished in this way, 3694–6. Standing in Pall Mall works well, and has diminished number of crawling cabs there, 3575. At present the best drivers do not go on stands

Shelters. at all, 3602–4. Shelters have been beneficial as eating-houses, but a man who only wants a cup of coffee gets a black look from the attendant. Cabmen prefer a coffee-house if there is one near—not enough space in the shelters. Drivers seldom go to a public-house for their meals, 3577–86. Shelters are over-rented, though not so highly rented as a coffee-shop, 3697–9. Thinks rent for shelters averages from 3*s.* to 12*s.* a week, 3797. Some cabs cost twice as much as

Analysis.

JOHN BEASLEY—*cont.*

others (120*l.*, 60*l.*), 3611–14. The introduction of 6*d.* fares within different radii, *e.g.*, a mile from Ludgate Circus, a mile from Charing Cross, would benefit public, reduce crawling, pay driver, 3620. Cabman has the right now to advertise that he will take 6*d.* fares, but it is not done, 3621–3*a*. Many inferior cabs passed which belong to small owners in the suburbs and work there, 3625. To prevent difficulty with a new and irregular radius posts should be erected in all the streets at the border of the radius, and, with the lamp-posts there, painted a certain colour; straight lines to be drawn from post to post, 3632–5. Not a larger proportion of bad drivers among cabmen than among any other class of drivers. Fewer accidents are caused by cabmen, 3651–4. Minimum age for driver should be 21, 3655–6. No exceptional privileges should be granted to proprietors' sons, 3665. Excessive number of cabs on the streets and competition of 'busses have reduced cabmen's earnings, and to make even the less amount he has to work longer hours than he did, 3666–75. General impression among cabmen that they do not obtain justice in the courts. Well understood at West End courts that a man who pleads guilty gets off more cheaply, and men plead guilty in consequence who are not guilty, 3676–9. Not sufficient time and attention given to cab cases, 3680–2. The relations between cabmen and police generally better than they were, 3687–9. Improvement due to greater care on part of driver's organisation in defending cases, judicious ventilation of grievances, and consideration given to the cabmen's side of the question by Colonel Henderson when Commissioner, 3690–2. More cabmen summoned for petty street offences than any other class of driver, though they are fewer in number, cause fewer accidents, and work longer hours, 3690. Very few cabmen summoned in city, 3792. Petty cab cases, *e.g.*, loitering, recovery of fare, should be tried in a separate court or on a separate day away from the ordinary criminal associations of a police court, 3693. Thinks privileged system is not a guarantee for lost luggage, 3702. And that with a few exceptions privileged cabs and drivers are not so good as the average cab and driver on the street, 3703–4. At all stations privileged cabs frequently insufficient for the number of passengers; street cabs, at Victoria especially, in coming up to supply the deficiency create obstruction. Companies should be compelled to let in up to their limit of accommodation all cabs of a certain class, 3702–11. To increase the number of privileged cabs for the convenience of passengers would be to take away the profits of the privileged owners, 3829–32. Where an owner's stock consists half of street cabs, half of railway cabs, he would not select his best cabs for the railway work. Rubber-tyred cabs have only just been introduced into stations, 3843–51. The best four-wheelers are at the stations because the work is more remunerative for them there, 3858–9, but generally if one wants a good lot one has to go away from a railway to get it, 3857. The condition of the privileged cabs at any station depends very much on the station authorities (Great Eastern Railway are very particular and have always had the best cabs of any station), and also on whether privilege is sufficiently remunerative or not, 3869–73. It may be that in some stations the yard accommodation would be insufficient to enable the company under the "open" system (which witness recommends) to insure a perpetual supply of cabs, 3879. At Waterloo and all stations the toll should be either ½*d.* per cab or abolished altogether; it is at present imposed partly for revenue purposes, partly to cover expenses incurred in connexion with the cabs, 3882–4. Inspection of horses by Royal Society for Prevention of Cruelty to Animals inspectors unsatisfactory. They get hold of the wrong cases, are not competent, exercise their power capriciously, and have a direct incentive to obtain convictions. The duties should be undertaken by a public authority. Police have the authority, but at present exercise it better in the city than elsewhere, 3713–21. Not so much sub-letting as there used to be; an owner will obtain a cab from a builder in this way while one of his own is being repaired, 3725. In theory and with a perfect mechanical check on receipts, (3738–9) the payment of a weekly wage to the driver would be better all round than the present system. Under present conditions, driver having to deal directly with the fare, present system should prevail, 3732–6. General impression is that the ticket system has improved the omnibus men,

Radius.

Police courts.

Privilege.

R.S.P.C.A.

Sub-letting.

JOHN BEASLEY—*cont.*

Analysis.

and, whether by reason of this system or not, the comfort of the public has increased also, 3740–5. Chair-marking not done by more than 20 to 30 masters 3774. The red book is a book kept by associations of masters in which a man who has paid nothing or less than a sufficient sum for his cab is scheduled; the man cannot get service with a member of the association till he has paid a sum to get his name erased. Sometimes justifiable, sometimes not, 3777–8. If railway 'busses were licensed, the effect would be to drive the companies to the cab business and increase the existing competition for the smaller fares; cab proprietors and drivers should watch that they do not ply for hire, 3780–91. In many instances in the suburbs stands are close to public-houses, 3796. Would be in favour, of course, of driver stopping his 5*s.* or 6*s.* out of the earnings and giving proprietor the remainder; would amount practically to a weekly wage. In some suburbs it is the custom; the men stop 4*d.* out of every shilling, and remain in their places for years; but the conditions are very different, 3804–20. Less eagerness on the part of men now to obtain driver's licences, but it cannot be expected that the number of licence holders will go on steadily diminishing, 3833–5. There has been an improvement in the conduct, character, and intelligence of drivers during last 20 years, but not more than among all classes of workmen, 3836–42. Sees no objection to the "cause of leaving" being stated on a man's licence, 3875. Would object to a proposal to re-enact the 6*d.* fare, and make it a legal fare for one mile wherever a cab was not called off a stand; it is a question for the owners and drivers to consider among themselves, 3892–8. Owners and drivers should advertise their fares, 3903. The union has no power at present to appoint a board for consultative purposes to co-operate with the masters' association, 3901–2. A summons for petty offence should be served on driver direct, not on proprietor; some proprietors do not hand the summons to the driver until the morning on which he has to appear, 3919–20. Cabmen in recent years have rarely gone to prison for non-payment of fines for hackney carriage offences, 3921–2. Agrees that constable should send in a deposition stating the facts, which should be handed to magistrate when application is made for the summons, and might be served with the summons on master and man; driver at present does not know why he has to appear until he hears the offence against him, 3913–20. No harm in a cautionary notice from police, instead of a summons, for the first offence, but the driver is bound to repeat these petty offences of plying on the very next day, 3905–12.

Chair-marking.

Railway 'busses.

Proprietors' liability.

DANIEL CHAMBERS, 3923–4088: Seven years a driver. Unionist. Knew nothing of horses, driving, or the way about London before becoming a cabman, 3926, 3938. Too many drivers licensed; issue of new licences should be stopped for a time, men should not be licensed under 21, should not be allowed to hold more than one licence, and should be more strictly examined, 3945–51. Cases of bribery have come to his knowledge, 3952–61. Drivers come from all classes —a great number, not a majority, as ignorant of driving as himself, 3962–9. Some cabs, not a great many, worked by two men; only done in two yards to his knowledge—not in respectable yards, 3973–7. His objection to "doubles" is that they work at their other trade for the rest of the year, but in the season take up their cab-driver's licence and compete with the regular men, 3979. There are plenty of drivers who would give up their whole time to the trade, 3992. You are expected at a police court to plead guilty, and are fined more if you do not, 3995. Has seen the sergeant in charge of the court at Marlborough Street come out, and heard him say "All those who plead guilty go and pay the costs," 3996–9. Such procedure does not discourage loitering, 4000. Magistrates do not give sufficient time and attention; general impression among drivers that they have no chance in court against the policeman, but has known Mr. Hannay to discharge cases where the policeman's evidence and that of the witness for the defence were opposed, 4002–5. On one occasion could not pay a 3*s.* fine, and was imprisoned for three days in default, 4068–9. Very hard to get before the magistrate again to ask for time; gaoler does not act as an intermediary between cabman and magistrate, 4070–3. No attempt has been made by the Union to secure the services of a solicitor in each court to look generally after the men and see that the truth was brought out in each

Limitation and examination.

Police courts.

Analysis.

Daniel Chambers—*cont.*

Privilege. case, 4085. Abolition of privilege system would prevent existing friction between the drivers, benefit the horses, take a number of cabs off the streets, and provide better accommodation for passengers, 4007–10. Waterloo system should be adopted; always

Bilking. enough cabs at Waterloo, 4011–3. Has been bilked; in one case he lost his employment; would like a power to give professional bilkers into custody, 4017–25. Can often tell by appearances whether a man is trying to defraud or can be trusted, 4026. Some ranks placed where no fares would ever come (*e.g.*, stand in Russell Square, for 99 cabs); there should be small ranks in busy districts, as at present in Pall Mall; these would diminish crawling and plying, 4027–31. Most stands are close to public-houses, 4051. There should be only one class of cab—the first class, 4032–3. Present radius too large—should be 3½ miles; there are local cabs at the radius posts, and if a driver is taken there he has no chance of a fare back, 4035–7. Average wages 25*s.*–26*s.*, with a tendency to go down; excess of drivers makes it difficult to earn good wages; Lent, August, and September are the worst months, 4039–50. Is on the cab 14–15 hours for five days to earn this amount, 4076–9; drives a good business hansom cab, rubber-tyred, but not a first class cab, 4080–3. Men only work five days a week, not because they need a rest, but to give the odd men a chance, 4087–8.

Edward Dyke: 4089–4405; 20 years a driver, Unionist. Had some previous knowledge of London and of driving, 4091–3. Too many drivers now; earnings consequently less than formerly, 4095–7. Difficulty

Limitation. of earning a living becomes greater every day, 4098. Issue of new licences should be stopped, and no one licensed under 21, 4100–2. Butterflies should be refused renewal and a minimum of 250–300 days use of the licence required in the year, with exceptions in such cases as that of a man acting as secretary to his Union, 4211–6. Believes there are hundreds of cabs, especially in the S.W. district, used for immoral purposes, the drivers of which can pay more for their cab than the ordinary driver. These men should be detected and refused renewal, 4217–24, *see* 4387–94. A number of men, greengrocers and others, in the suburbs who work their horses nearly every night in a cab, should also be rejected, 4225–8. Would not refuse renewal to an old man; there are many old drivers who are quite capable of managing the horse they drive, 4230–1. Limitation is a monopoly; a driver who pays for his licence, and contributes his energy, &c., should be guaranteed freedom from undue opposition, 4104–5. In other trades a man has first to learn the trade, but in the cab trade, though a driver gains in the course of years experience which is valuable to the proprietor, the proprietor employs a new inexperienced man, from whom he can wring a greater price for the cab, 4113. Drivers also have not the power of refusing to work with one who is not a practical man, as would be done in other trades, 4114. Limitation also desirable as tending to remove obstruction, reduce extortion, diminish abuse on part of drivers, and restrict accidents, 4128–33. If the men were paid a fixed weekly wage the liability of over-supply would be brought home more directly to the owners, and the number of cabs placed on the streets would be considerably diminished, 4134–41. Ten thousand drivers would be sufficient, 4207. Agrees that if cabman had power to

Bilking. give into custody persons who disputed about his fare people would be frightened to take cabs, 4117. Thinks cabman should have same protection as a railway or a tramway company, 4119, *i.e.*, power of arresting persons who refuse name and address, though he (seems to) admit that if that power was abused there would be no solvent person (as in the case of a railway company) to look to for damages, 4120–5. Would suggest that a bilker should be required to deposit at a station any article of sufficient value, or if he had none should be detained until his address had been verified, 4173–4. Drivers when appearing in the courts should be required to bring

Badge. their badges, but in their pocket, not on their breast. Present practice enables constable who has made a mistake in the badge number and summoned a wrong man to rectify the mistake in his book at the expense of the innocent man, 4126–7. No privileges should be granted to proprietors' sons, 4143–4. Present powers of examination of drivers large but loosely enforced, 4145–6. Bribes to secure passing of cabs

Bribery. are offered every day; knows cases, 4147–50. Inspec-

Analysis.

Edward Dyke—*cont.*

tors also receive testimonials on retirement, 4382–5. Has been a privileged driver because he finds he

Privilege can "do more" on railway than in streets, 4152. Proprietor sends worst class of cab to the railway stations and charges more for them. Advocates the abolition of the privileged system and the adoption of the open system, which would provide better accommodation for passengers and render the streets less congested. Tendency of non-privileged drivers to congregate round "privilege" stations at certain specific times. A number of inferior cabs go to Waterloo, but if all the stations were thrown open cabs would be improved all round, 4153–61. Abolition of privilege system would also reduce the wear and tear of vehicle, horse, man, and road, and the congestion of traffic, which are the results of privileged drivers hastening back at once to their stations for fresh fares, 4299–4306. Horses are used in railway cabs when past work in a street cab; but men take the station work to get the leisure and the certainty, and to escape being harassed by the police, 4307–10. Many men think a railway cab is a better wage-earning machine than the street cab, and the competition enables the proprietor to raise his price; constant friction between the proprietor and the driver is the result, 4313–8. Would prefer that no charge at all should be made for entry; otherwise would suggest that the companies should act jointly and appoint a ticket office where every driver could obtain, on payment of 1*s.* a year, a ticket or tickets admitting him to all the stations, and for purposes of tracing luggage receive a special number, 4351–72.

Railway, 'bus. Railway 'busses get the best fares through their agents at the terminus and other stations, and ought to be licensed, 4162–3. The drivers who are brought up from the country at a low wage should be examined, 4402–5. Not enough stand accommodation where it is needed, 4170. For first-class cabs fare

Classes of cabs. should be 1*s.* a mile, 4176, but agrees that a classification of cabs, according to quality, would tend to the deterioration rather than the improvement of cab property, and would moreover be attended by great

Codification. difficulties, 4180–2. Codification of existing law the most important point, 4185. The laws were made when circumstances were different. Has himself been summoned for pulling up alongside another hackney carriage elsewhere (*i.e.*, in a broad thoroughfare) than in Old Palace Yard, an offence enacted when streets were narrower than at present. The police themselves have made standings where cabs are placed alongside. These obsolete sections are a means of oppression in the hands of a constable 4186–92. Drivers also complain that agreements made by them for a less than the legal fare are binding on them, while agreements under exceptional circumstances for more are not binding on hirer, and driver may be punished (and often has, witness believes) for taking it, 4192–3. Apparent desire of Legislature is to make cab-drivers criminals; drivers oppressed by a harassing fear that any night he may be sleeping on a plank bed instead of at home; fines should be greatly reduced in number, 4197. Admits that if the offences were correctly defined it would be better that they should be made the subject of regulations by the Secretary of State, which could be modified from time to time, than that they should be fixed by an Act of Parliament, 4198–4200. Drivers often doubly punished under the common law and under the hackney carriage law, 4203. Cab-plate

Disposal of revenue. revenue should be applied to the provision of shelters for man and horse, of telephonic communication with hotels, &c., and old age pensions (cab-drivers are as much public servants as policemen), and the fee should be increased from 2*l.* to 5*l.*, 4232–41. Shelters should be under municipality, not under a private society, 4242–4. Driver's fee might also be raised if his grievances were redressed, 4245. Three times as hard to get a living now as 20 years ago, 4247. Works on an average 15 hours a day for six days in the week, driving a Great Northern Railway privileged hansom, and his net average earnings are 27*s.* to 28*s.* per week, 4249–57. An inexperienced man would make less, 4252; and during last six months his own earnings have been less, 4259. Not 2¼ per cent. of the drivers have a second suit of clothes or a clean rent book. The excessive number of drivers lessens earnings, not only by increasing the competition on the streets, but also by enabling proprietors to use inferior cabs and horses, 4262–70. Perjury rife in the police courts, 4272; things not so bad in the City, where con-

Police courts.

Analysis.

EDWARD DYKE—*cont.*

stables receive a higher wage, and are a better class of men, 4275–9. City magistrate looks at both sides of the question, Metropolitan magistrate thinks he has got the whole case when he has got the prosecutor's, 4280. 2 o'clock is the most inconvenient hour for a cabman to attend, 4284–5. Unjust to indorse a 6*d.* fine (the amount of which proves that the case was frivolous) on licence, 4291. There should be a special non-criminal court for 'bus and cab cases, plying, loitering, &c., 4293–5. Before yard money was abolished the horse-keepers, by unfair treatment of the horse, &c., made it impossible for a man who did not pay the yard dues to stay for more than three or four days, 4319–29, 4332–4.

ROBERT JENKINS: 4406–4513; 16 years a driver. Unionist. Brought up in the cab-driving trade, 4409–10. Cabs should be classed by a practical board, with different prices to proprietor, but not different tariffs to the public, 4411–3, 4505–6. Ordinary passengers do not give anything extra if the cab happens to be a first-class cab. First-class property brings more, but not richer, fares, and it would be the owner's (as well as the driver's) interest to have only first-class cabs, 4414–21. Earns less money, 5*s.* a day, with longer hours (14–17) than formerly; too many cabs, 4427–30, and competition of electric railway and telephone severe, 4474. Cabs should be worked by a double shift, two men, three horses, 10 hours a day each. Cabs should be limited to 6,000, and allowing three odd men to every nine cabs, 14,000 drivers would be required, 4432. Objects to wearing badge on breast, and has been twice summoned, 4433. Cabmen not fairly treated in the courts; nothing that one can say makes any difference; in fact, the more one says the more one has to pay. Mere street offences should not be tried in a criminal court, but by a committee of proprietors, drivers, and impartial persons, who would have a practical knowledge of each case and sift it, 4434–7. Has not been bilked more than three or four times. In a case of refusal to pay driver should have power to take fare to police station and have him detained till his address was verified, 4439, 4447. Driver can at present demand a deposit for waiting, but a fare might take it as an insult if he did so, and if fare refused driver could neither make him pay nor get his address, 4449–51. Advocates fare of 6*d.* a mile between 8 a.m. and 10 p.m., and 1*s.* a mile after 10 p.m., 4452–5. Radius affects London driver very little, and should be abolished, 4457. Different drivers commence work at different hours, some early in the morning, some late in the afternoon; public better supplied in this way, 4472–3. Has himself, as the servant of a cab company, given money to an inspector, 4482. A man generally takes his cab to the inspector he knows best, 4491. Police make a target of cabmen, while they take no notice of carriages, &c., going, say, the wrong side of an obelisk. Attitude of police worse than formerly, 4496–9. Would prefer a weekly wage, 4500–1. Privilege system unfair to street driver; any cab should be admitted, and without payment, 4502–4. No objection, on score of distance, to all cab cases being heard at one central place, 4513.

Classes of cabs. Limitation. Police courts. Bilking. 6*d.* fare. Radius. Police.

CHARLES KNIGHTON: 4514–4615; 29 years a driver. Unionist. Earnings, 10 years ago, 30*s.*–35*s.*; to-day, 23*s.*–24*s.* a week; works 14 hours a day, 4525–31. Decrease due to cheap 'busses, underground railway, and fact that there are one-third too many cabs and too many drivers, 4532–9. A cab should be worked by two men and three horses, morning man 5 a.m. to 4 p.m., night man 5 p.m. to 4 a.m. Privilege driver intercepts street fares and through bad feeling on part of other drivers dare not put on a rank; horse consequently never gets a rest. Abolition of privilege system would relieve congested traffic, and be beneficial to owner, driver, and horse, 4522–4. The system does not provide so good accommodation for passengers as the open system, and if the cabs are a little brighter the horses are more tired. A cab is rejected at Waterloo that is not fit, 4573–83. Not sufficient cab ranks in suitable places; they should be placed not in but in the vicinity of busy thoroughfares, 4543. Police cent. per cent. better than they were 20 years ago; has no fault to find with them, but a troublesome driver will find the police troublesome, 4546–7. Shelters are very useful, but a driver is not wanted there who does not spend money. They should be more in number, freely open as resting

Privilege. Standings. Police. Shelters.

CHARLES KNIGHTON—*cont.*

Analysis.

places, and under management of a public authority, 4549–59. A man does not take a cab unless he really wants it, and a 6*d.* fare would consequently not increase the number of cab riders, 4560–3. If a 6*d.* fare was made compulsory for a crawling cab many people would never take a cab from a stand, 4591–4. Drives a four-wheeled cab, 4565. A railway omnibus should not be allowed unlicensed to ply for hire at the platform as it does, taking, through the co-operation of the porters, all the best fares, 4567–72. A known fact that one can get a cab passed in some districts when it is rejected in others, but cannot speak from his own knowledge, 4585–9. Perhaps 500 or 600 cabs worked at present by two men, 4603–10; mostly employed on street work, 4613.

6*d.* fares. Railway 'bus.

FREDERICK WHITE: 4616–4757; 16 years a driver. President of the Cabmens' Union. Had considerable experience of London and of driving before becoming a cabman, 4623. In 1878 earned 2*l.* a week working 13 hours a day, this year for three months before strike was earning less than 1*l.*, taking all meals at home and working 17 hours. Short fares in the City destroyed by telephone, and 'busses run more frequently now and to a later hour, 4624–34. A man is a gainer by having a "good lot" because he sometimes gets a "fancy job," not because he usually gets a larger fare, 4635–7. Has nothing to say about number of cabs, 4638. Far too many drivers are licensed, and proprietor thus enabled to get an unreasonable price for cab, 4641. Would stop issue of new licences, weed out black sheep, raise minimum age to 21. Many juvenile drivers are sons of wealthy proprietors, 4642–51. Present examination in knowledge of London sufficient, in driving unsatisfactory; one-half of the drivers are inexperienced before they begin, 4652–4. Men who drive in the suburbs should have a licence o a different colour and should not be allowed to come into town, 4656. Two friends of his got their cabs passed when not freshly painted by paying 5*s.* each, 4656–60. Would not prevent a genuine workman from filling up his time with cab-driving, but would refuse a licence to the man who only drives occasionally and is a loafer at other times, 4663–9. Relations with police unsatisfactory, but better than formerly, because all classes of working men, including drivers and policemen, have improved, 4673–6. Police evidence in many cases not genuine. If a man offers an explanation he has to pay more than if he pleads guilty, and many plead guilty who are not. At one court recently 35 cases disposed of in 23 minutes, 4678–82. For petty street offences drivers should be tried in a court where there are no criminal associations, and before a less busy magistrate than a police court magistrate who takes them at the fag end of a day's work; they would then be able to call witnesses, and each case could be gone into. Dangerous at present to call witnesses, 4683–4703. The "open system" without a toll should be substituted for the privilege system. Has been a privileged driver himself, 4704–12. Would give railway full power to exclude unfit cabs, 4726, and licensing authority should be more rigorous. Many privilege cabs would starve in the street, and the drivers also are men of no energy. Congestion frequent outside privileged stations. Abolition of privilege would make men more friendly and thin the streets of traffic. On score of value of luggage less need for a privilege at stations than elsewhere, 4720–35. Over 3,000 drivers temperance men, a number of whom after an argument at night with police have been charged with drunkenness, and though they have been able to clear themselves 7*s.* 6*d.* doctor's fee is too much for a poor man to pay. A man also should be able to have any respectable doctor he likes, 4718–9. Would rather takes 25*s.* weekly wage than go on with present system, which is a mere game of chance, 4736–40. If a driver is unable to pay the day's money for a cab, proprietor should recover the amount in the ordinary way, but should not chairmark his licence or enter his name in a "red book" and so make it almost impossible for him to get employment. Many men get on the red book through being bilked. No objection to the book if it were merely used as a safeguard against defaulters, 4742–57.

Limitation. Examination. Bribery. Police courts. Privilege. Chair marking.

HENRY SOMMERS: 4758–4887; 17 years a driver; non-unionist. Very long previous experience of London and driving, 4758–64. Works rubber-tyred hansom and only one horse; pays proprietor 8*s.* a day in summer, about 5*s.* in winter; works six days a week,

Analysis.

Henry Sommers—*cont.*

as all one-horse men do, and 10 to 11 hours a day all the year round. Average net earnings, 16*s.* a week, 4858–74, 84–7. Earns less money, working longer hours, than he did 10 years ago, 4766–70. Omnibuses are destroying short traffic, 4771. Not too many cabs—witness a wet night—but too many drivers. A good thing to stop issue of new licences for a time; 500 or 600 more than can obtain work, 4775–83. 1,000 might be spared, 4856. Examination as to knowledge of London rigorous enough, though most of the questions are asked "from Scotland Yard to so and so"; driving examination not; should not think one half of the drivers had any experience of horses, &c., to commence with, 4784–98. Police behave very well to him, 4804, 4875–6. Public would not suffer if railway stations were thrown open, as they should be; horses affected by privileged system, as driver hurries back to the station for the next train, 4807–10. Would extend radius at certain points only, Hammersmith, Kilburn, Romford, 4811–2. Objects to a fixed price to proprietor for cab; if man short one day he should make it up afterwards, 4817–20. A number of drivers are of bad character, and should be eliminated; butterfly drivers who come from other trades are a better class than ordinary drivers; a few butterflies are loafers and loose characters, 4821–5, 31–42. Many loafers obtain licences, but do not hold them long, 4765. If driver arrested for drunkenness proprietor should be allowed to see him, 4825–30. Has never come across Royal Society for the Prevention of Cruelty to Animals inspectors, 4843–7. Sixpenny fares would not pay, 4880–3.

George Biddle: 4888–5027; 26 years a driver; non-unionist. Drives four-wheeled cab; carman before he was a cabman, 4894. Has frequently been bilked, once for 17*s.* 6*d.*, 4896–8. Should think bilking more common now than formerly, 4901. Does not know anybody who is marked out as an habitual bilker, 4905. There should be power to lock up a bilker if recognised afterwards; cabmen would not use the power unless they were sure as to the man, 4907–14. Often put up with a short fare rather than lose time in taking out a summons, 4914–6. A man with a smart lot often gets more than his fare, 4920–4. Rank accommodation should be increased and better placed, 4925–9. Shelters more convenient to the man whose home is at a distance; does not use them himself; non-union men not served, 4930–42. Radius should be extended in some directions—Balham, Tooting, Fulham—half a mile along Harrow Road, 4950–3. Does not get outside 4-mile circle once in a month; does not know that outside men do not want it extended, 4960–2. A considerable minority of the drivers had no previous experience of horses, &c. Too many cabs in the streets; worked through strike, at which time, he thinks, there were not "above half enough," 4974–80. Does not think inspectors pass bad cabs, but some bad cabs are to be seen at night, and his idea is that the plates they carry have been taken off good cabs, 4981–93. Not in favour of sixpenny fares, 5018. Police have always behaved fairly to him, and do not, he thinks, make frivolous charges, 5019–20. Not fair that a small fine should be indorsed on licence, or that one should be summoned for "turning round in Regent Street," 5002–4. Cab cases should be heard in a court where more time could be given to them, 5008–12. Abolition of privilege would benefit the horses and relieve congestion, 4943–6.

R. F. Musk: 5028–5194; 16 years a driver; a coachman previously; non-unionist. Drives a hansom. Works longer (13 hours and every other Sunday), and makes a trifle less than when he started (once 2*l.*, now 30*s.*); trade worse at certain seasons than it used to be, 5039–40. Not taken outside radius on an average once in three months, 5042. Is not a privileged driver, but thinks the system a public convenience; under the open system his own work would not be increased, and the bad cabs would fall to the stations where they could be sure of a fare; and railway officials would find it much harder to control the cabs, 5044–7. Better for the privilege agreement to be made with the owner than with the driver, 5091–4. Owners used to charge more for privileged cab because there was more wear and tear, and because at certain times it had an advantage over the street cab, 5095–6. The best class of cab will not go into a station on account of damage caused by luggage. Greater wear and tear with privileged cab and horse

R. F. Musk—*cont.*

and loss of power to man caused by returning immediately to station, but they usually work a few hours less, 5137–68. Many drivers come from private service, but a large number had no previous knowledge of horses, &c., 5050–4. A man's ability to drive should be tested amongst the traffic, not in an empty street; present system to a great extent a farce. A man may have a good knowledge of the map of London, but be completely lost on the streets, 5055, 5057–60. Has noticed with many men a great falling off in character after they become drivers, 5056. Sixpenny fares for short distances would be good for hansoms and four-wheelers alike, 5061–6, but a man who advertised by a placard that he was willing to take them would be subjected to abuse and annoyance from other drivers, 5078–9. Many drivers find shelters a convenience, especially when eating-houses are shut, but no comfort or economy attached to them, 5070. No objection to small fines being indorsed on licence, 5104. Cannot see that cabmen suffer inconvenience from police courts, 5110. Worked through strike; subjected to a "terrific amount of "abuse and annoyance"; not nearly enough cabs then, 5112–9, 5069. At present too many cabs at certain times, too few at others, 5120. Not many bad cabs, 5160. Enough large stands. No more needed in Strand, where there must always be cabs on their way back from the city. Police would have difficulty with small stands, for two cabs each, in busy parts, as there would be three wanting to go on. Stands might be placed near hotels, &c., 5121–33. A decently conducted driver, with a decent cab and horse, working six days a week, can earn 30*s.* a week on an average, 5182–3. A good thing if licence stated reasons for a man's leaving; respectable drivers would not object, 5180–1.

Charles Hale: 5195–5302; 14 years a driver. Non-unionist. Drives four-wheeler. Too many drivers. Men who cannot get work in their own trades take to cab-driving. Supply should be checked by making examination more stringent; at present a man of good character easily passes, 5196–9: also by stopping issue of new licences for a time and refusing to renew those that had not been used, 5263–6. 1,000 cabs might be spared, 5261. Opposed to privilege; drove a privileged cab at one time, but found he could earn more money on the streets, 5201–3. Abolition of privilege would reduce crawling, 5223. Most of the privileged drivers object to the system, which causes great waste of time and power, 5299–5302. In favour of a small offence being indorsed on licence, but thinks a man who has been summoned for a trivial offence should not be compelled, before getting a renewal, to send in a fresh certificate of two householders, 5208–13. Licence might well show cause of leaving, with an appeal to Scotland Yard, 5214–7. Stands are in wrong places, 5218–23. Many cabs passed which he would have rejected, but the horses are well looked after by the police, 5224–8. Royal Society for the Prevention of Cruelty to Animals inspectors, some in uniform (which cannot be mistaken for constables'), some in plain clothes, 5229–34. Has been bilked more than once; only seldom one hears of a case, 5235–45. Cabmen would lose by 6*d.* fares. With a 6*d.* fare, each person above one should pay 6*d.* extra. Does not think a set would be made against men who displayed some sign that they took 6*d.* fares, but not many would display it, 5246–57. 5*s.* licence fee not a hardship, 5267. Does not think police vindictive or unfair, but at points where they have a lot of trouble, they are down on one when all are guilty, 5279–84. Radius should not be extended, 5293–7. Shelters unpleasant, because nothing but "shop" talked there, 5289–92.

William Tackley: 5303–82; unionist. Drives station four-wheeler (G.N.R.). Would be in favour of open system, if a guarantee could be got that the companies would not have their own cabs driven by their own carmen. Inferior cabs go into Waterloo, 5305–13, because they can there evade the notice of the police and will do better there. A good four-wheeler will earn as much on the streets as in a station, 5378–82. Better arrangements might be made for the theatre traffic, *e.g.*, by the appointment of continuous standings at certain hours along certain streets, 5314–24. Thinks the number of cabs and drivers might be reduced by a quarter, 5325–34. A number of drivers "that do not keep a

Analysis.

Examination.

6*d.* fares.

Shelters.

Limitation.

Standings.

Limitation.

Privilege.

Inspection.

Bilking.

6*d.* fares.

Police.

Privilege

Standings.

Limitation.

Analysis.

William Tackley—*cont.*

job" might be dispensed with and the examination should be stricter. A great number, not a majority, passed at present who cannot drive, 5335–9. A 6*d.* fare between 10 a.m. and 6 p.m. not confined to certain places only would be beneficial and might be compulsory, 5341–9. Does not frequent shelters, 5350. Works 15 hours and makes 25*s.* a week, formerly 35*s.* to 2*l.*; decline due to 'busses taking cross roads, 5352–62. Many cabmen do not include in their net earnings what they spend during the day; he goes home for meals, 5376–7. Radius should be a distance of 4 miles measured along the roadway, 5363–74.

6*d.* fares.

Radius.

John Lowery: 5383–5484; unionist. Drives station hansom (Midland). Too many cabs and drivers. Business not so good as formerly. Would weed out the worst class, who lose their licences or employment very speedily, and consequently do not work for more than three months in a year, 5388–98. A good deal of rudeness to passengers on part of drivers; faults also on passengers' side, 5399–5405. Has only been bilked once in the 24 years he has driven, and then probably through forgetfulness. Others are perhaps less fortunate; some bilkers use the cab the whole day. Cabmen should have power to give bilker into custody, though the power might be abused by some to the detriment of the trade, 5406–21. Would not extend radius, 5422–5. 6*d.* fares, to judge by the experience of years ago, would benefit neither street nor railway driver, 5426–31. Abolition of privilege would be no advantage to drivers, and would let in to the stations all the riff-raff of London cabs, 5385–7. Privilege system gives greater control over the cabs and more security in regard to lost luggage than Waterloo system. Majority of privileged drivers in favour of maintaining the system. If stations thrown open companies might provide private cabs driven by their own men, and the privileged driver would be thrown on the already crowded streets. Has never seen the station 'busses ply for hire. They are more injurious to the jobmaster than to the cabdriver. If licensed they would be able to take a job coming back to the railway. A good street cab does not come into stations, because of the luggage, 5450–84. Cabs badly inspected; one half of those now licensed should not be allowed to run. Inspectors vary in strictness. All cabs should be inspected at a central spot. Has no *knowledge* of any case of bribery, 5433–46.

Limitation.

Bilking.

Privilege.

Railway 'busses.

Inspection.

Colonel Henry Smith: 5485–5753; Commissioner of the City Police. Cabs, drivers, and horses while in the City are under the supervision of City police; case of cab in bad condition would, however, be referred to Scotland Yard. Standard of Scotland Yard sets to some extent the standard of supervision, 5486–92. Condition of some cabs certainly not as good as might be expected to-day; too many cabs in the streets, the reason being that a large number come in in the morning, loiter about for fares out again, and will not go on stands, 5493–9. The crawling cab a nuisance to traffic, but a great convenience to public; in City at least its place could not be taken by a system of small stands, 5501–3. Taking the public convenience as a whole it would be better if there were fewer cabs plying in the City, 5732–7. Some drivers make a good living, others do not; a great deal of chance, 5506–7. For slight offences cabmen and everybody always cautioned first, 5508–11. Street offences generally, obstruction, &c., dealt with in Summons Court at Guildhall, independent of the Justice Rooms (a special sitting, not a special tribunal), presided over in turn by the Aldermen, who are also *ex officio* members of Police Committee. Court sits early, at 11 generally; cases taken as they come, not in groups. Summonses returnable generally within six days. Cases of a more criminal character, *e.g.*, drunkenness, not taken, 5512–48, 5624–43. For a first slight offence driver would generally get off with costs (2*s.* 6*d.*). No reasons to think cases are hurriedly considered. Never heard of a man being induced to plead guilty, 5549–64. Has not had to caution police with regard to cabmen particularly. All summonses have to be sanctioned by Commissioner or Assistant Commissioner; constable makes a special report of the facts to his superior officer, but that report would not be shown to magistrate, 5565–72, 5668–71. A horse reported by a Royal Society for the Prevention of Cruelty to Animals inspector would be taken to police station, thoroughly

Crawling.

Summons Court in City.

R.S.P.C.A.

Colonel Henry Smith—*cont.*

looked over, and if a *primâ facie* case of cruelty were made out man would be charged, but admitted to bail. Would prefer the inspection to be done by officers of police or Corporation, 5576–85. No cab yards in City; most cabs come from West; a few, and those, especially four-wheelers, not up to a proper standard, to be seen in early morning and late at night, from East. Difference due to fact that there is less capital, less is to be earned, and less is required by the public in the East, 5586–5604. Present system of Scotland Yard works admirably well, 5598. Complaints of congestion caused by cabs general in City. Outside cabs do hang about the railway stations; "open" system might diminish congestion in some parts, but might lead to obstruction at stations by drivers forcing their way in, 5605–19. Should not say that a caution for first offence led to a repetition of the offence, 5623. In case of a cabman drunk while in charge of cab, his master would be communicated with, the cab taken to the greenyard, and he himself locked up for the night and charged, but admitted to bail when sober, 5644–6. No views as to limit of age for drivers, 5648–9. Limitation difficult to carry out, 5652–3. Cabmen amenable to orders and generally speaking civil; very few complaints from them as to their treatment by police, 5658–64. In 1893, 99 charges against cabmen, and 162 summonses, resulting respectively in 67 and 128 convictions. 29 ranks in City, accommodating 294 cabs, 5678. Except as to position, which is a matter for the Commissioners of Sewers, there is no control over shelters, 5705–8. Fenchurch Street privileged cabs stand on the company's private ground and not in London Street, 5709–27, 6241. Smaller proportion of cab offences in the City, due to fact that the pressure of traffic lasts a much shorter time there than outside, and City is empty at night; nothing to do with police system, 5738–53.

Mr. A. R. Pennefather: 5754–6005; Receiver of Metropolitan Police. A 15*s.* carriage duty is annually paid to the Inland Revenue for each cab, in addition to the 2*l.* licence fee, forming part of Local Taxation Account, and going to London County Council, 5756–7. The police licence runs for a year from date of issue, but the Inland Revenue licence expires on 31st December, 5768–9. No distinction made in the accounts between stage and hackney carriages. Has calculated cab revenue from number of cabs and drivers licensed, 5765. Three classes of expenditure in connexion with cabs: (1) definite expenditure on cabs alone, water posts and rates, books and tables of distances; (2) definite expenditure to be divided between cabs and omnibuses; (3) estimated expenditure (*a*) to be divided between cabs and omnibuses; (*b*) on cabs alone, 5773. [*See* Appendix II. for the items given in the Receiver's evidence.] (1.) An increase during last two years, because number of posts has been largely increased, and a number of distances have had to be re-measured on the opening of new routes, and the books and tables re-printed, 5777–8. A copy of the book is given to every cabman; any proceeds from the sale of it to the public are credited to the fund, 5818–22. (2.)—(*a.*) Cost of staff in Public Carriage and Lost Property Office; (*b.*) Cost of divisional inspection; (*c.*) Cost of plates, &c. Expenditure divided between cabs and omnibuses according to number of proprietors' licences issued in each case, 5783–4; this is in favour of the cab, which produces more work to the office than an omnibus. The Inland Revenue, not the police, gets the benefit of any lost property or rewards unclaimed, 5789–93. In reckoning cost of staff, has included the sum that has to be charged for pensions. Increase in 1893–4 due to increase of pay and pension granted to police in 1892. Other increases in the account in cost of staff are to be similarly accounted for, 5794. (3.)—(*a.*) Cost of office accommodation and expenses of civil staff in offices of Commissioner and Receiver. Cubical capacity of the public carriage department being $\frac{1}{20}$th of new police offices, has charged $\frac{1}{20}$th of (i) annual expenditure in the building; (ii) interest on loans and re-payment of capital, these being diminishing charges, 5812–5; (*b.*) Cost of 378 police employed wholly or partially on standings. Initial cost of shelter might be legitimately charged to the revenue from licences, 5839. The companies fix the charge for water at standings as they choose, on the ground that it is not a domestic supply. There should be a definite scale. Police have no legal right to put up a post; can only do so with permission of vestry, which

Congestion and privilege.

Offences.

Standings

Account and disposal of cab revenue.

Water and rates

Analysis.

Mr. A. R. Pennefather—*cont.*

Water-posts and rates. is sometimes refused, 5840–2. Every driver is allowed, and encouraged, to have a water-post key, 5960–2. To prevent contagion pails of galvanised iron, and not wood, are now used, 5957–9. The posts are only for cab and 'bus horses, 5861. It is a constable's duty to see that, except in a case of urgent necessity, other horses are not watered there. Otherwise the water rate would largely increase, 5950–4. Has a qualified surveyor, and a technical man who has served his apprenticeship as a coach-builder for inspection and supervision of all police carts and vans, 5845–9. There is very little expenditure in connexion with omnibuses, far the larger portion is due to cabs, 5853–5. Licensing. At present the licences come in regularly all the year round; if the issue took place only at one or two stated seasons a very large staff would be required at those seasons and no economy would result, 5881–2. The Lost Property Office deals only with property lost in cabs and omnibuses, 5890–1. The whole cost of the 7,076 square feet of yard space provided at Scotland Yard for cabs coming there from time to time, and not $\frac{1}{20}$ merely, ought to have been charged to the cabs in his account, 5906. As in the case of hawkers and chimney-sweepers these duties, the expenses of which he has charged to cabs, are doubtless undertaken, to a considerable extent, in the interests of the public, but they are not police duties, and before 1869 were not all performed by the police, 5911–18. The police employed in the offices are most efficient clerks, and probably cheaper than civil servants, 5927. Any profit on public carriages goes into the police Separate account. fund, 5930–2. The whole public carriage revenue is carried *en bloc* to the police fund, and the public carriage account presented to Parliament, not including estimated expenditure, would appear to show a large profit. A separate account of receipts and expenses for public carriages was kept and presented before Act of 1869; but in those years the Inland Revenue took all the fees, paying 12,100*l.* a year to the police, out of which were paid the superintendent, the veterinary surgeon, and the 215 attendants; the expenses were 17,000*l.*, and the revenue on the basis of to-day would have been 20,775*l.* Act of 1869 does not require separate account. The receipts of the police in respect of public carriage are certainly much larger than before 1869, 35,000*l.*, as against 12,100*l.*; the question of a separate account raises the larger question whether the fees were intended to be a source of police revenue or simply to meet the public carriage expenses; in the latter case a separate account would be more business-like, 5963–99. Fees. The fees are a fair charge for the services rendered. Fees were much higher formerly; a reduction in the amount would hardly lead to an increase in number of cabs, 6000–5.

Moses Smith, 6006–6239; cab proprietor: Cab cases Police courts. ought not to be tried at the police courts, where the conduct of the gaolers is harsh and a fair hearing cannot be obtained, but by the licensing authority, who should have power to fine, 6013–22, 6155–61. As fares are fixed by statute, there should be a limit (of 40*l.*–50*l.*) to a proprietor's liability for lost luggage, Proprietors' liability. 6023–6. Royal Society for Prevention of Cruelty to R.S.P.C.A. Animals a persecuting society; their officers, who are not qualified men, ride about with a disreputable veterinary surgeon with no practice, generally the same men, who point out cases to them; receive bribes to stay prosecutions, and commit gross perjury in court, and generally care less about suppressing cruelty than convictions and glowing reports for the public; prosecutions should only be instituted by the police, 6027–34, 6162–73. Thirty years ago it was impossible to get a cab licensed without a bribe, Bribery. but the practice has not existed for many years past. Does not think police would take a bribe, 6035–44. Greenyards. Green yards only used in cases where driver is charged with cruelty; in all other cases the owner is telegraphed for and fetches the cab and horse; some are appointed by Commissioner, with a fixed charge of 1*s.* 6*d.*; some not, where the charge is 6*s.* to 7*s.*; it has been held in court that this latter charge is reasonable; very little food or attention given to a horse, and great cruelty practised there: some green yards have two or three horses a morning. In some cases a fee of 1*s.* is given to the man who brings the horse in. No improper relations, he thinks, between the keepers and police or Royal Society inspectors, 6045–69, 6174–6. Police should allow a driver charged with drunkenness to be seen by a

Moses Smith—*cont.*

Analysis.

doctor, not necessarily the divisional surgeon whose fee is 7*s.* 6*d.*, but any qualified man on the medical list, 6070–80. The privilege system should give place Privilege. to the Waterloo system without the toll; privilege does not ensure a supply of cabs and causes a loss of 110,000*l.* annually to the cab trade. The railway 'bus is a benefit to the public—the cab trade would be greatly injured if the 'busses were licensed; they should not be allowed to stand at the platforms unless previously ordered, 6081–93. Privileged drivers neither better nor worse men; pass from privileged to non-privileged; the cabs and horses are rather worse when the companies will allow. "Open" system would not inconvenience passengers, and admission to the sheltered yards would improve cab property, reduce its cost, and be a comfort to horse and man. Present system leads to congestion of cabs outside stations, 6143–54. Two or three Limitation. thousands cabs too many; but there is always a great scarcity of men, and their number could not be reduced, 6094–8. His cabs worked on the one man one horse system, and out for 12 hours, which are not too long if horse is properly cared for; cabmen can work longer hours than men in shops, 6099–6109. Lets out cabs to small owners who may Sub-letting. have one of their own under repair, to be sub-let to a driver—horses very rarely. His charge for a four-wheeler or rubber-tyred hansom is 15*s.* per week, for an iron-tyred hansom 11*s.*, for a horse 10*s.* A man with a number of cabs can keep them at a cheaper rate. Sub-letting, if general, would lead to bad treatment of the horse, but not to a bad class of vehicle or bad treatment of driver. A driver often starts by hiring a cab and finishes by having a new vehicle on easy terms from the same man, 6111–42. No objection to juvenile drivers generally. Juvenile drivers. 6178–81. Present fares should be neither increased 6*d.* fares. nor lessened. Many old and respectable drivers do take sixpenny fares. None of the men approved of the sixpenny fare when it was compulsory, nor of Inspector Haddon's system by which the fare increased with each mile from the centre; the cabman's living is to be got in the centre, 6182–92. Where the cabman is "in business" at the Radius. radius post, *e.g.* Hammersmith, Finsbury Park, not St. John's Wood or Clapham Common, there the radius may be extended, 6193–8. Opposed to the trough Troughs. system, 6199–6206. Stands ought to be where cabs Stands. are employed, otherwise there will be double the Bilking. number loitering, 6207–10. Bilking not so frequent as formerly, but there have been several cases in the last few months, and something should be done, 6211–6. No improvement needed in the inspection Inspection. of cabs: inspectors treat one fairly; only visit the yard when a complaint is made, 6217–20. Great improvement in cabmen and police during the last 20 years, 6221–4. Not in favour of two classes of cabs. 6225. Calls attention (1) to practice of cab-stealing. (2) treatment non-union men are receiving. Had complaints as to non-unionist not being served in shelters. Shelters. Shelters are not shelters but coffee shops on wheels, and a nuisance, 6227–39.

W. E. Cooper, 6242–6565. 15 years a driver-proprietor, previously a groom. Out of 24 cabs keeps two in reserve, 6257. Present inspection and supervision Inspection. quite sufficient; has never known a case of bribery. Licence fee might be reduced, as it produces more than enough for the hackney carriage branch. Drivers should be examined in driving, 6259–72. Drivers. A large number have had no experience of driving; never takes a new man without knowing him, 6300–4. Where men are thorough business cabmen, working six days a week, one odd man to every 10 cabs would be the average. Drivers more respectable and steady than formerly. The season not so profitable as 15 years back, but the autumn, Lent, and winter much better; earnings have remained about the same. 6273–97. His net earnings of 7*s.* 7*d.* per day (*i.e.*, after deducting for day's food), with property above the average, is a fair test of the earnings of an ordinary driver, 6430–40. Men think more of their homes now, and work less hours, 6441–2. Being thoroughly practical, has no difficulty in getting good drivers; employs "early men," 6298. Not too many Limitation. cabs for the requirements, 6305–8. Butterflies few and far between, and never employed by a practical proprietor, not numerous enough to be taken into consideration, 6309–10. Public greatly inconvenienced during strike. The failure of cab companies,

ANALYSIS.

W. E. COOPER—*cont.*

and the consequent decrease in the number of cabs, is a proof of the inexperience of the promoters, not of the number of cabs being in excess of the requirements. There are no cabs at home in the busy time; his own men stop for years, work every day, and keep themselves comfortably, 6449–69. Privilege system causes crawling, obstruction in streets, cruelty to horse, and is detrimental to the trade. Drivers would not object to a toll under the open system, 6311–4. Open system would give as much convenience to passengers, besides shelter to driver and rest to horse. Privileged cabs no better, and often worse than street cabs. Waterloo has advantage over some stations, not over all, in yard accommodation, 6407–21. Sixpenny fares would not pay the driver; the number of riders would not be much increased, and many of those that ride now would only pay the 6*d.*, 6311–9. Has only been bilked twice, but there are genuine cases. A man who openly refuses or who runs away and is found a few minutes afterwards, should be arrested; if not found at once, driver should explain case at police station, and get a note from the inspector which would be a warrant to any constable to arrest bilker when found, 6341–58. A great number of stands are in suitable places, others are not; many stands for two or three might be put in prominent positions in wide streets, in front of large shops, behind refuges, 6359–61. Shelters very convenient, but in central districts are entirely taken up with meals at all times of the day, 6362–8. Troughs likely to be a source of disease, but they are convenient and kept clean, 6369, 6427–9. Would extend radius half-a-mile all round—extension not so necessary on N. as on N.W. and S.W. In case of unequal extension, a system of marking lamp-posts at the boundary, the boundary being defined by the straight lines connecting the marks, might work, 6371–85. A cabman depends for his living on generosity of public, and a distance registering machine would be injurious, 6386–8. The book of distances is useful to drivers, but not to the public, the distances being measured from stands, 6389–97. Not in favour of raising minimum age for drivers; young drivers turn out the best cabmen, 6398–6406. Action of the Royal Society for the Prevention of Cruelty to Animals often causes a mob to assemble. The work should rather be done by qualified police inspectors, 6422–6. A cabman ought not to be summoned for plying, as by the Act a man is deemed to be plying as soon as he leaves the yard; would not stop it if even more ranks, as half a driver's living is found on the streets, 6444-8. Works the two-horse system, which the younger men, who work 13 hours, prefer; old men prefer one horse and shorter hours. Has no cab worked by two men; does not think a system of double shifts would answer, 6492–9. The cost to proprietors is greater in the season, because wear and tear are greater and more horses are kept, 6503–4. There is a number of licensed drivers who find the business does not suit, and are not actually working a cab, 6511–2. If a driver is locked up, cab sometimes taken to green yard; owner is then telegraphed for and fetches it away at once, without having to pay any fee, 6519. His partner and he, and most of the large proprietors also, have acquired their property out of what they have earned as drivers, 6532–8. Every driver nas the same chances as himself, 6557–8.

Privilege. 6*d.* fares. Bilking. Stands. Shelters. Troughs. Radius. Taxameter. Juveniles. Plying.

T. CRABBE, 6566–6646: Unionist driver. Thinks privilege system illegal because the station standings have not been appointed by the Commissioner, and that railway stations are not private property, 6571–8. Open system would work well. Drivers should pay a toll, 6579–81. Objects to privileged driver coming on the streets to make up the money which he cannot get wholly out of the railway, 6591–2. Would leave radius as it is, but fares from outside to inside should be the same as from inside to outside, 6597–9. Would not limit cabs or drivers; wishes everybody to have fair play; the open system would take a number of cabs off the streets, and enable driver to pay more for his cab, 6600–4. Earns about 4*s.* 6*d.* a day, formerly 2*l.* a week, 6611–2. Privilege and the one-horse 'bus rob the cab trade of 170,000*l.* a year, *i.e.*, each man of 40*l.*, or 2*s.* 6*d.* a day, 6608. Would not mind so much if the companies kept private cabs, which could not take fares on the streets, 6645.

Privilege. Radius. Limitation.

ALFRED MILLS, 6647–6759: Proprietor. The majority of cabmen have had some experience of driving. With regard to the capacity to drive, the present certificate of two householders would be a sufficient guarantee if the authorities looked more closely into it; there may be some looseness at present, 6648–64. Drivers were dissatisfied with sixpenny fare when it existed, but within a two-mile radius of Charing Cross, and, perhaps, from 9 a.m. to 6 p.m., it is well worth a trial; the increased number of riders would compensate for the less fare, 6665–70. Does not think taxameters could be made a success, 6674–5 Drove for 22 years, and was only bilked twice. Thinks there is enough to require an alteration in the law; certain individuals make a practice of it. Driver fairly well off till passing of Summary Jurisdiction Act. Police should have power to detain a hirer who was suspected of giving a false address until inquiry had been made. There might be difficulty about empowering a cabman to give a man whom he recognised as having bilked into custody, 6676–88. Opposed to a division of cabs into classes, 6689–90. Better if there were fewer cabs, but a natural process of reduction is going on, and the number might be further reduced by raising the standard for cab and driver. A higher standard of fitness for a cab would not necessitate an increase of staff. Limitation by fixing an arbitrary maximum would not work at all, 6694-9, 6723–4. Works two-horse system; men out from 12 to 14 hours, are quite as well off now as 15 years ago (autumn, for instance, is not such a bad season now), making 30*s.* and over after paying for meals and all expenses, 6700–8. Present licence fees are excessive, and more than sufficient to meet the expenses, 6691–3. A cab is a trade vehicle, and should not be charged with the 15*s.* carriage tax, 6720–1. Privilege leads to much unnecessary going to and fro through the streets, friction between drivers, and congestion in the streets and round stations, and should be abolished. Privileged property in some cases better than street property, in others not, 6725–9. The control exercised by the Royal Society for the Prevention of Cruelty to Animals inspectors should be left to the licensing authority; the society's prosecutions are conducted most unfairly, and two magistrates are very prejudiced in these cases, 6729–47.

Examination of Drivers. 6*d.* fares. Taxameter. Bilking. Limitation. Fees. Privilege. R.S.P.C.A.

Sir CHARLES SCOTTER, 6760–6875: General manager, London and South-Western Railway Company. Open system in operation at Waterloo probably ever since station was built. The company admits any cab to the yard on payment of 1*d.* each time, and provides shelter accommodation for cabs and horses, sanitary accommodation, and a canteen. Room for 200 cabs under shelter and 70 in yard, 6761–5. The privilege system has since 1891 been adopted at the South Station yard because previously to its adoption (1) the yard, which is also used for the departure platform and must be kept clear, was often blocked; (2) the men could come in and go out of the yard, which has two entrances, as they liked, and there was no control over them; (3) cabs were often not there when wanted, *e.g.*, at night and mid-day. Twenty-five men with decent cabs selected who agreed in return for the exclusive privilege at that station to stand there, obey the regulations, and pay 2*s.* a week. By this the company gets a little better cab and a superior driver, the public always have a supply, and the men do very well for themselves, 6766–72. The agreement is made with the man, not with the owner, because, the number of cabs required being limited, the negotiations were begun by accident, not from principle, with the men and, the system working well, there has been no need for a change. If the open system were adopted, four policemen would be required for the two entrances, and the cabs entering would be few, 6775–9, 6841. This, though a financial consideration, would not arise but for the physical, 6845–7. Under open system, which is fair to the driver, public as well served as at any station except Paddington, where there is a better class of cab; cabs at other stations are neither better nor worse. During the strike the number of cabs paying the 1*d.* was nearly the same as in the corresponding period last year, 6772–3, 6,777, 87. The complaints from the public and railway police have been exceedingly few, considering that more than 300,000 cabs entered last year, 6789, 6859. Men misbehaving are excluded for a certain time, 6827. This has a good effect on the men generally, 6859. The power of exclusion would be required even if greater care were shown in the licensing of drivers, 6869–74. Company received under the two systems 1,395*l.* 8*s.* 4*d.* in 1893, which is intended to meet the expenses incurred in connexion with the

Open system at Waterloo. Privilege at South Station.

Analysis

Sir Charles Scotter—*cont.*

cabs, 6801–11. Has received no complaints of congestion of cabs outside the station; somehow the supply is always about equal to the demand, men know when there are enough in the station, and do not stand about outside, but open system has nothing to do, in his opinion, with the absence of congestion. Supply insufficient only in exceptional circumstances, *e.g.*, arrival of American steamer at Southampton with 1,000 passengers, who are all landed at Waterloo within 40 minutes, but the delay is for not more than a few minutes, 6821–6, 6830. Knows no reason why the open system should not be adopted at all stations where there is not more than one entrance, 6843–9. Many men come regularly to the station, some have for 30 years, but having set down a fare from the station they do not immediately return; while a privileged driver is induced by the fact of having paid his privilege money, as well as obliged by the railway, to do so. The number entering vary little

Omnibuses.

from month to month, 6850–5. An omnibus company runs public 'busses from Waterloo to the City, and supplies private 'busses, (with which the company has nothing to do), as required, 6798. There are about 20 private 'busses; does not believe they stand at the platforms unless previously ordered, but if the person ordering did not take it, should think 'busman would accept anyone who wished to hire it, 6812–9. So far as the company are concerned, they are satisfied with the present system of licensing drivers. Thinks himself there are some cabs licensed that ought not to have been, 6864–7.

Bilking.

John Alexander, 6876, letter; chief clerk at Bow Street Police court. A warrant can issue against a person whose name is unknown, provided such a description is given as will identify the person; such warrants are not infrequently issued at Bow Street though a certain responsibility attaches to their execution, this is not in practice a serious difficulty.

City Summons Court.

Sir James Whitehead, Bart, M.P., 6877–6987. The Summons Court in the City sits every Tuesday and Saturday in the year, and deals with all traffic cases, *e.g.*, wanton driving, obstruction, even abusive language. The aldermen, who by their connexion with the City have a good knowledge of City life and traffic, preside in turn, 6877–83. Returns, showing great decline since 1890 which he cannot explain, of (1) number of cases of all kinds heard in the court, (2) number of cab cases, (3) number of cab cases of each kind, 6883–90. In a first offence, unless it is a bad one, court thinks the loss of a day's pay a sufficient punishment, and only orders payment of costs, which does not involve indorsement; makes allowance for a cabman's difficulty in getting a living. Usual penalty for obstruction, plying, &c., from 6*d.* to 5*s.*; for wanton driving more, 6890–1. The fact that in proportion the number of cab cases in the City is smaller than outside is due to the fact that the constables are a better class of men (which in turn is due to the facts that the pay, pensions, and clothing are better, and that many are enabled to add to their wages by acting as caretakers of offices), 6922–34, and very likely also to the practice of letting off a first offender with costs only, instead of imposing, as Metropolitan magistrates frequently do, a 6*d.* fine, which carries indorsement, 6948–50. A driver, indeed any defendant, unable to pay his fine, is asked to wait till all the cases are heard; his circumstances are then inquired into by the alderman, and unless his case is a bad one, he is let go, 6951. In most of the 34 cases in which summonses were dismissed during 1893, the defendants would have to pay the costs of the summons, 6967. Cases are simple and can be heard quickly, and in a considerable number the defendants plead guilty, adding, it may be, some explanation, 6968–70. Summons Court sits in order that the defendants who are poor may not be kept waiting, partly that attention may be given to their cases without blocking more

Bilking.

serious business, 6971–2. Does not think cases of bilking numerous; the apprehension of a bilker would be on the mere *ipse dixit* of the driver, and would be an extreme power to give either to constable or driver, even though bilking is sometimes really a theft of aggravated character from a poor man. Summonses for recovery of fare are heard in the Justice Room, not the Summons Court, and delinquent always ordered to pay full fare, costs, and payment for cabman's time. Law should be strengthened so as to give magistrate power, when a man can't pay, to send him to prison, also to issue warrant on complaint, 6892–6921. Prosecutions for cruelty are heard in the Justice Room; out of nearly 600 last year, only six were instituted by the Royal Society for Prevention of Cruelty to Animals, the rest by police; the horse is taken to the green yard and seen by the magistrate 6981–3. Thinks that cabs are too numerous, and that hundreds of them are not fit for use; examination of drivers also should be stricter, 6984–7.

Analysis.

R.S.P.C.A.

Inspection and examination.

Sir Myles Fenton, 6988–7132; general manager South Eastern Railway (Charing Cross, Cannon Street, London Bridge). 234 privileged cabs, paying 3*s.* per week, = 1,820*l.* per annum. Company has tried privilege system and 2 varieties of the open system, and has come to the conclusion the former is the best, 6991. Open system was tried with 1*d.* toll for 18 months; during this period a loss of 1,897*l.*, as compared with revenue from privileged system, was sustained by the company; the drivers, cabs, and horses were of an inferior class; control could not be exercised over behaviour of the men, or condition of the cabs; and innumerable complaints were made, while it was found impossible to spare the station officials for the time required for prosecutions in the courts. At the end of it, a cab association agreed to farm the tolls, which however, gradually fell off in amount, even after, being raised to 1½*d.*, and after 3 years 10 months the privilege system was re-adopted. Many of the complaints were more or less trivial, some were serious; the drivers gave a great deal of trouble, often blocking up the court and refusing to go away; would have been impossible to remember and exclude a man who had misbehaved, principally because there are three entrances to the station. Under the privilege system, such drivers can be punished at once through the master, 6993–7007. Company fosters the small men with one or two cabs as being most reliable, 7008. Privilege ensures a supply when specially needed (under open system often no cabs for morning mails); complete control over cabs and men, and means of tracing lost luggage (under open system drivers sometimes gave no destination, sometimes a false one) and there are no complaints from the public. Outside cabs are allowed in without payment when privilege cabs fail, 7013–6. The financial consideration was only one—and not the chief—reason for reverting to privilege. Had the open system in other respects been as satisfactory, it would not have been abandoned, 7052–72. Unfair to the men waiting if a driver who brought a passenger to the station were allowed to take a fare away at once, 7081–5; a driver with a tired horse would, no doubt, be allowed to rest in the station, 7086–8. Congestion would be caused as much under open system, because empty cabs could not be allowed to take precedence of those already waiting, and would have to leave, 7089–93. Has six unlicensed

Omnibuses.

omnibuses with eight or nine drivers, who are, as a rule, from the country, but are examined by the railway horse inspectors, and against whom there has never been a complaint. Does not propose to extend the system, which was not initiated by them. Illegal for a 'bus, having failed to find the person ordering it, to stand at the platform and take up anybody, and has not heard that it is done, *see* Appendix , 7021–47. Thinks that cabs require close supervision, and that a number are not good enough to be licensed; no doubt there are too many in the streets, 7017–20. If the inspection of cabs and the examination of drivers were stricter, the company would be relieved of a good deal of its responsibility; judges from the company's experience that a good many are scarcely fit for position of driver, 7109–14.

Inspection by police.

Mr. Allen Sarle: 7133–7221; general manager London, Brighton, and South Coast Railway (Victoria and London Bridge). At Victoria 136 privileged cabs; 60 proprietors, many of whom are drivers also; each cab bears a company's number, is approved by the station master, and pays 3*s.* a week; is quite up to the standard of other cabs. Does not recollect a single complaint as to condition, or again as to obstruction caused outside station by cabs waiting for passengers unable to get cabs inside, 7135–44, 7199. At London Bridge 108 cabs owned by 44 masters, many of whom are also drivers; closely supervised by station superintendent and a special inspector, 7145. Water is supplied to cabs, men are employed to keep the ranks clean, and to facilitate inquiries in case of

Privilege at Victoria and London Bridge.

Privilege at Charing Cross, Cannon Street and London Bridge.

Experiment with open system.

ANALYSIS.

Mr. ALLEN SARLE—*cont.*

lost luggage, incivility, &c., inspectors are appointed to take down number, destination, &c., of a cab as it leaves. Believes very little profit, if any, is made. Physical reasons at these stations, the smallness of the forecourts which cannot be remedied, would make it impossible to manage the traffic if cabs entered indiscriminately. Privilege system generally preferable as well from point of view of order and discipline, 7146–54, 7162–5. Proprietor-drivers are rather a better class than other drivers, 7155. A driver bringing a passenger would not be prevented from taking away a fare, but would not be allowed to stop, 7174–6. At Waterloo the space is larger, and cabs come in at the back of the station; at Victoria cabs enter and leave by same gate, and a block caused, *e.g.*, by a cab trying to come in that was unfit would take many minutes to clear. The space being so limited, obstruction would arise outside, under open system, from cabs coming up when yard full, 7179–88. The public, which he considers, are the railway customers, 7177–8A. Does not make profit the chief consideration, but tries to cover expenses, 7189–90. Company probably forced to keep their own cabs if privilege abolished, and in that case would employ its own servants as drivers, 7193–4. Two or three complaints of lost luggage every week at busy times; and inquiries are made directly of the drivers who are known, are there every day, and bring things back to the station; so far as he knows, no person at Waterloo to take number and destination of cab, 7206–10. Privilege covers both stations, and a man who has taken a fare from London Bridge and finds himself near Victoria can go in there; argument of waste of power does not apply to any extent, 7211. Does not think privileged owners and drivers find the street work more profitable; if they do, why come? 7215–9.

WILLIAM CHAPMAN: 7223–7367; proprietor, previously driver. Had six years' experience of horses before becoming a driver. Owns 40 cabs or more, 34 in daily use—two horse system, 7227–31. Great number of cabs that are hardly fit on the streets; the annual

Inspection.

inspection and general street supervision pay too much attention to trivial matters, *e.g.*, removal of plate, not enough to structural defects, 7232–6.

Examination of drivers.

Drivers' examination too exacting in respect of knowlege of London which can be quickly acquired, and overlooks the knowledge of horses and driving, 7238–41. Great difficulty in getting suitable drivers; sometimes 10 per cent. of his cabs at home for want of them; his standard of suitability not higher than that of other owners; his cabs and horses are a good class, out six days a week, but drivers seek the exceptionally good cabs; his locality, Highbury, not disadvantageous, many drivers live there, 7242–53.

Limitation. Butterflies.

Too many cabs (by 2,000), but not too many drivers for the cabs. The butterfly grievance not serious; only effect is that, by flocking in to the trade at the best time, they keep good men from entering by making it harder then to obtain employment. Proprietors object to butterfly who loafs, drivers to butterfly who works at other times; the loafer more numerous. The reason that cabs seem more numerous in the season is the irregularity with which the regular drivers work during winter. A man who has neglected to use his licence, say for a month or two months, should be refused renewal, unless he can show good cause. Butterflies do *not* cause an increase of cabs on the streets, proprietors not keeping more plates than they wish to work, and so do not interfere with custom of regular drivers, 7254–71, 7347–54. Number of cabs should not be let increase, but should not be directly limited. Standard for cab and man should be raised, a register of cabs should be kept for inspector's guidance, and a certificate given each that should go with it always, 7272. Limitation would not cause cabs to flock in from suburbs, where, considering style of vehicle, men do better than in town, 7365–7. Two classes, with different tariffs, would not answer; a "smart lot" generally gets a higher fare, and is sought after, 7275–9. Nineteen is not too young for a driver, if

Age.

competent to drive, 7273–4. Drivers have not improved, except with the times, *e.g.*, in education, and the loafers are inferior to drivers of 20 drivers back. Earnings not quite so good; man who works the shorter hours makes the best living, he thinks, 7280–7.

Taxameter. 6*d.* fares.

Any addition, such as taxameter, to the machinery of a cab would be a disadvantage; sixpenny fares would

WILLIAM CHAPMAN—*cont.*

ANALYSIS.

put cabs in competition with 'busses and lead to loitering in public places, and give rise, as in old days, to insolence on part of drivers, especially when taken off a rank, 7288–90. Has reason to believe men often are bilked, though not so often as they say, and usually for large amounts; proprietor suffers also. Some cases are cases of mere forgetfulness on hirer's part, 7291–9. Police, who keep a register of drivers' addresses, should serve summons directly on driver. Proprietor inconvenienced by having to appear personally or by a responsible man, sometimes by having to find driver who has left, and often voluntarily pays fine, 7302. Proprietors' liability for lost luggage should be limited. Owners' declarations, which do not require corroboration he believes, have sometimes been found afterwards to be false. In cases of robbery, proprietor should not be liable at all, 7304–13. Trade should only be charged with expenses of licensing and inspection, not of general control of vehicular traffic, as he believes is done, 7314. An irregular district should take place of present radius; limits to be marked on lamp-posts. Finsbury Park station, just outside now, should be in, 7315–23. Has 12 privileged cabs; system should be abolished; sum paid to railways a fair return for their placing at disposal of cabs their private property which they have bought and which might be used for other purposes, 7329–36. Does not assign a better cab or man to railway work; that privilege is an advantage to the driver is shown by their retaining it the time they do, 7357–60. Average driver, after paying outdoor expenses, earns 30*s.* a week, "swell" cabmen more, 7361–4.

Bilking.

Liability of proprietors.

Fees.

Radius.

Privilege.

Mr. WILLIAM WILLIAMS: 7368–7407; representing Hammersmith Vestry. Returns showing that population in parishes partly or wholly outside radius has increased by 729,000; in parishes wholly within has rather diminished. A large number of railway stations outside. Local authorities practically unanimous in favour of extension. At present fares from Hammersmith into town are higher than those from town to Hammersmith. Suggests the county boundaries would be the best limits of extension, though admits it would be unfair to cabmen to work for same price to Hampstead as on the level to Hammersmith. Not too many cabs in Hammersmith; some stands not used. The lower tariff would produce a greater demand for cabs, which now stand idle till the evening; make property, which produces the rates of which a share goes to county, more easy to let; and benefit the shopkeepers.

Extension of radius.

Mr. W. H. MACNAMARA: 7409–7553; Honorary Secretary Cabmen's Shelter Fund. Fund started in 1875; object, to provide men with shelter, warmth, and food, tea and coffee when on duty at stand and unable to leave; only shelter previously was inside of cab. Two paid officials only; joint salaries 180*l.*, 7413. Shelters (40 in number) more ornamental than at first, costing with fittings 200*l.*; floral display encouraged; residents no longer object on ground of unsightliness. Cab proprietors and drivers have contributed nothing, 7414–6. At first shelters had paid attendants, a small admission charge being made to drivers to meet the wages; many drivers declined to come and shelters were then thrown open to cabmen and them only; attendants, who are with two exceptions old drivers, make a living by sale of refreshments, tariff fixed by committee, and, that the fund shall not be a charity, are required to pay a weekly fee, 6*d.* to 7*s.* 6*d.*, which goes to form a maintenance fund. This weekly fee has at times to be reduced, 7417–26, and does not, even the highest, cover cost of repairs, which are heavy; shelters not long-lived. Attendant is not a tenant, but the servant of the committee; must buy tea and coffee at shops and prices, and keep open during the hours, fixed by committee; shelters under control of committee and not sub-let; officials visit them two or three times a week, 7427-36. Shelters extremely popular with many drivers, as is shown by their petitions. Clubs, provident, benefit, and for purchase of rugs, whips, &c. have sprung up, instituted in many cases by attendants; in many of the clubs attendants cannot possibly have pecuniary interest. Libraries have been given; residents supply papers, 7437–8, 7488. On receiving complaints during strike that non-unionists were not served at a shelter, committee warned attendants and posted notices that no distinction could be made; two shelters boycotted in consequence, 7439. Committee recognise the work

Shelters.

Analysis.

Mr. W. H. Macnamara—*cont.*

might perhaps be more properly carried out by the street authorities, and would not oppose a transfer if it were thought to be for the benefit of the drivers; there might be some practical difficulties in regard to legacies, &c., 7451–6, 7462–7 Shelters are crowded at meal-times, but at other times there is room for purposes of shelter. Attendants have been cautioned that shelters are for cabmen, whether taking refreshments or not, 7457–62. Shelters only allowed to occupy space of a horse and cab, otherwise committee would have provided more room, 7468–71. Alcoholic drinks not supplied, but no rule against drivers bringing them in. Provision question has grown—to suit the drivers who wished to get regular meals there; the committee's own tariff was a simple one, 7472–7. Shelters often available when coffee-houses closed; men can bring their own food too and have it cooked, charge 1*d.*, 7480–4. Attendant has no authority to regulate priority of admission, 7490–3. 10 or 15 more shelters needed, 7494. Not only is tariff fixed, but food is tasted and complaints inquired into, 7498. Does not think it would increase the popularity of the shelters to allow cabmen at a shelter to form a committee to control it or to have cabmen on the managing committee of the fund; committee always ready to listen to complaints of drivers, for whose benefit fund is carried on; the drivers at a stand are not a permanent enough body to elect the shelter attendant, 7517–39.

Horses.

Disease.

Professor John Penberthy: 7554–7690; representing Royal College of Veterinary Surgeons. Glanders and farcy transmitted, not spontaneous: chief source is introduction of a glandered horse; troughs and bad stabling only lesser sources; may be detected even in most latent form by "Mallein," use of which, however, requires professional knowledge, 7555–67, 7646–9. All preventive measures should be compulsory, not permissive as now. Local authorities should have power to inspect and apply the test. Compensation, say ⅓th of value of horse, would be an incentive to owners to report, and is just, because horses glandered may continue at work for 6 or 12 months, 7571–4. Danger of imposition small and unimportant, 7587–92. Is a disease of large towns; ⅘ths of the 2,000 deaths each year occur in London, but is spread in country by practice of sending out horses into fields, 7575. Circumstances under which poor men's horses are kept more favourable to the disease, but losses are great even in well-managed stables, 7555. Cabyards are a prolific source of diseases, those of small owners, who, being poor, buy cast horses and have stables in the dark ends of mews, being the worst. Stables for 20 or more horses

Inspection.

usually very fairly constructed, 7611–40. London cab horses compare very favourably with those of any place he knows; police have not sufficient veterinary knowledge to judge whether a horse is free from disease; inspection difficult in any case, because a man may sell all his horses to-morrow and buy new ones, 7578–86. General condition of London cab horse shows he is well cared for, well driven and not over-worked; as a whole they do not require any betterment. Has no suggestion as to the standings,

Troughs.

7666–75. Troughs cannot be made perfectly safe, but danger is lessened if water runs through quickly, as it does in the better troughs, 7604–10. Very rarely sees an unclean trough, but glanders virus is microscopic; would substitute the bucket, 7687–90. In place of present diffuse, permissive, and comparatively valueless inspection, would recommend systematic inspection of stables, and control, under local authority, of public troughs, by veterinary surgeons. In some provincial towns power of inspection under Contagious Diseases Animals Act fairly well exercised, 7641–5. Power of London County Council to inspect only in *primâ facie* cases

R.S.P.C.A.

of disease too limited, 7652–4. Cannot include the veterinary surgeons employed by Royal Society for the Prevention of Cruelty to Animals under one judgment; opinion of some of them would not have much weight with him, 7593–6. A voluntary Society's inspectors more liable to caprice than those of a public authority, which would, he believes, carry out the work more efficiently and impartially, 7657–65. The Royal Society has done an immense amount of good, but he disagrees with some of its processes. Should be sorry to see it crushed unless provision were made for carrying on its work in an improved manner, 7676–80.

Analysis.

Privilege at Paddington.

Mr. Henry Lambert, 7698–8007. General Manager of the Great Western Railway Company. Cabmen required, and induced by certainty of getting a fare, to return to station after putting down passenger. Privileged cabs are subject to greater wear and tear, but through taking more luggage and not through being compelled to hurry back to the station. Company would only find fault with a driver for not returning at time when he knew there was pressure at station, 7702–6. Privilege cab travels fewer miles empty in a day than an outside cab, 7790–4. Has had no complaints from drivers as to the regulation, 7882–94. Privilege system gives better control over supply of cabs, and the character of the supply and, as cabmen are required to state destination on leaving station and also fill up a return of their journey next day, missing luggage easily traced. If driver neglects to fill in return he is punished by fine, or on repeated neglect dismissal, 7926. Outside cabmen refuse to state destination, 7707–13, 7722–6, feeling themselves more independent; in some cases have been known to take fare outside station and then got rid of him, 7813–20. One inspector and two railway policemen supervise cabs: cabs that are unfit, or drivers who have misconducted themslves, are excluded from the station. Sixteen complaints only against the cabmen during last three years, 7713–20. When privileged cabs insufficient, outside cabs admitted on payment of ½*d.*, 7721. Number so called in does not prove that privilege system breaks down but rather is an argument for the extension of it, 7821–3. Advantages of privilege system to drivers are, opportunities (1) of securing fares, (2) of remaining under cover, 7746–9; to proprietor that driver is better able to maintain his payments, 7903. Chief consideration that weighs with the company is not the profit of 1,300*l.*, which would still accrue if the Waterloo system were adopted, but the convenience of the passengers, 7749, 7733, 7896. In his opinion from that point of view Waterloo system not so successful, 7760–8; have considered Waterloo system from time to time, 7827. Sees no reason why cab proprietors should not receive the same treatment as railway companies in respect of liability for lost luggage, and thinks the 10*l.* limitation fair for both, 7777–89. Has never received a complaint of congestion caused outside station by outside cabs congregating on the chance of being admitted; if pressure expected they are admitted, 7833–40. The open system, if adopted, would result in certain drivers attaching themselves to particular stations and so setting up a kind of privilege system again, though of a different kind, as no driver would be absolutely excluded, 7850–1, 7895–9. The company if advantaged by the regulation of the cab service at the public expense contributes to the expenses of administration by the payment of rates, 7855–60. Superiority of the company's cabs not due to the fact they all come from one company. The privilege is distributed among 18 owners who supply 203 cabs, 7868–76. No structural difficulty at Paddington in the way of adopting the open system, 7878–9. Some of the complaints against drivers which are investigated and, if necessary, punished by the company, are complaints which might be left to police and police courts. Passengers make these complaints, very few in number, to the company, and it is in their interest solely that it deals with them, 7907–26. Does not think it advisable to make the agreement directly with the driver instead of the proprietor, 7901–3, 27–8. It is very rarely that the company have to object to a cab that has passed the police inspection. The general cause of complaint is either the driver or horse, 7983. Cabs coming to Paddington are required to leave at once, there being no space to hold them. Witness does not think that number of cabs arriving would balance number required by departing passengers, 7949–53. On such occasions as race meetings it is the outside cab that fails, and without the privilege system there would be no supply at all at the stations, 7952. Railway company would not be liable for luggage lost off a privileged cab in the streets, 7957–62. If privilege abolished, company would have to consider question of providing their own cabs, 7966–9. An arrangement between the railway companies by which a privileged cab should have the right of entry at all stations might deprive a station of its supply, 7975–7. One advantage which company possesses under privilege system is that they are able to punish

Analysis.

Mr. Henry Lambert—*cont.*

drivers who refuse to take a fare, such refusal in a station, which is private ground, not being an offence at law, 7980–3. Is not aware that the impression among cabmen is that the privileged work is not sufficient in itself, or that that impression is confirmed by the returns of fares he has handed in, 7984–93. In dealing with complaints against cabmen matter is thoroughly investigated, cabman is often confronted with complainant, and is, in fact, treated exactly as a servant of the company would be, 7994–8007. An omnibus must be ordered beforehand. A driver that has put down a load comes straight back, but would, and, witness had no doubt, often does, take a return fare, 7734–7. No complaints from privileged drivers as to the competition of the omnibuses, 7735. Is not aware that porters reserve the best fares for the railway omnibuses to the disadvantage of the privileged drivers. Such collusion would require a string of omnibuses to be waiting at the platform, 7863–7.

Omnibuses.

Police at standings.

Sir Edward Bradford: 8008–8360; Chief Commissioner of Metropolitan Police. Of 378 police employed at standings 47 are entirely engaged on hackney carriage duty, 8015. The chief duties of police at standings are to (1) inspect cabs and horses, (2) prevent crowding, (3) give information to persons hiring cabs and assist in cases of dispute as to fare, (4) secure civility, &c., (5) draw water for cabs, (6) to prevent annoyance to inhabitants or passers-by, 8019–20. Some of these duties could only be discharged by a policeman, 8021–5, 8042. If there were no standings about half the men employed on them could be spared, 8031. No line of demarcation between time devoted to duty at standing and ordinary police duty, 8038–40. But for the standing the constable partially engaged on standing duty would probably not have been stationed there; the rank has made the point duty, being generally in a spot where the need of a constable is not great, 8042–52. Public Carriage Office (staff one inspector, nine sergeants, three constables) and Lost Property Office (two inspectors, a sub-inspector, three sergeants, one constable) are under the control of one superintendent. Public Carriage Office issues licences, registers convictions, deals with reports of unfitness, undertakes the work in connexion with the appointment of standings and stopping-places for stage-carriages and all inquiries, 8056–7. Division of gross expenses between cabs and 'busses in the proportion of the numbers of each kind of carriage licensed is a fair one, 8066–9. Lost Property Office deals only with property lost in public carriages; takes charge of the articles and secures the driver's reward (which on property under 10*l.* is calculated at 3*s.* in the pound on the value, and on property value 10*l.* or over such sum as Commissioner deems reasonable), but witness sees no objection to a fee being charged to the owner who recovers his property (besides the reward) to cover administrative expenses, and so relieve the hackney carriage account of the item, 8075–93. Work of these departments could not be done by a less ample and less highly-trained staff, 8094–6. Staff of hackney carriage inspectors not strong enough, but a man who has been brought up in the Force to the work, and is picked for the duty, is a very good judge of the structural condition of a cab, 8097–8. As regards inspection, no amount of technical knowledge would be a guarantee against such neglect of duty as is alleged against some of the inspectors, but other things being equal a man who had knowledge of horses and coachbuilding would be preferred, 8209–16. Is satisfied with present test of ability to drive, because (1) number of accidents caused by bad driving is very small, (2) complaints received are few, (3) his own experience is to the contrary, 8103. A practical test would be desirable, though difficult of arrangement, 8111–3. Believes that evidence of constables in cab cases to be fair and reliable, and that, allowing for differences of temperament, general feeling between them is good. Strong police orders issued as to courtesy and sympathy, 8114–20. Before a summons can be taken out against a cabman the constable is required to furnish a report of facts to his inspector, the inspector to his superintendent, who sends it forward to the Assistant Commissioner with his remarks and recommendation. Only with the sanction of the Assistant Commissioner can a summons be taken out, 8121–6. The constable's report is confidential, and is not usually seen by the magistrate, who can, however, if he wishes to test the constable's story, call for the constable's "notes" which he took at the time, 8127–44. Cab cases run through quickly at courts, perhaps in order not to detain men; constables would not summon without good grounds, would always give a caution, 8166–9. Agreed that a practice of pleading guilty on part of cabmen, whether guilty or not, would not produce respect for police regulations or orders in the street, and that contact with criminals in courts cannot tend to improvement of men tried there 8170–6. There are special police orders as to courtesy and good temper, which are repeated constantly to police; a policeman's position in a crowded street is a very difficult one; are always told to caution before reporting, 8177–80. Only had before him one accusation of corrupt influence exercised to secure the passing of a cab, and that after every inquiry could not be brought home. Very easy for a cab proprietor whose cab has been rejected to spread such a rumour, 8151. With a view to prevent bribery or allegations of bribery, no objection to having a second inspector present beyond that of expense; a second man, the inspector's assistant, is present as it is, 8352–7. Has had occasion to make more stringent the rules allowing the interference of the inspectors of the Royal Society for Prevention of Cruelty to Animals; many do their duty excellently, but some need keeping in check, 8152–7. Should say that duties undertaken by Royal Society for Prevention of Cruelty to Animals should be exclusively performed by police. Officers of a voluntary society more liable to a capricious performance of their duty than a constable, 8182–97. To deal with congestion additional power should be perhaps given to Commissioner of saying that heavy traffic should go by certain routes, 8159. Willing to discuss with local authority provision of additional rank accommodation in congested parts, 8205. Police attending in their leisure time at police courts on cab or other cases are allowed time off; no reason, therefore, to suspect that their having to attend in their leisure time causes them to give evidence which is not impartial, 8223. His attention had not been drawn to any congestion of cab traffic outside railway stations, 8229–30. Had not considered whether throwing open the stations and the standing accommodation there would relieve congestion, 8231–9. Police not particularly desirous of having power over stations in regard to cab traffic, 8240–1. Constables at standings have no power with regard to troughs, though they would doubtless report if a trough were seen in an unwholesome state, 8268–73. Very inconvenient to carry on both the inspection of cabs and the issue of licences at the same place or places, or to issue all licences, proprietors' and drivers', at stated seasons only, 8289–91. There seem to be too many cabs in certain localities, but when strike was partially over, at certain hours cabs were not procurable in sufficient numbers, 8292. In the crowded parts there is a nuisance caused by crawling cabs at certain times, but he would hesitate to recommend limitation, and would be very sorry to have to say what the limit should be, 8298–8304. No objection to minimum age being raised to 21, 8305–7. Does not think difference between numbers of cab cases in city and metropolis extraordinary, in view of the fact that the city traffic is only for a short time in the day, 8318–29. Can offer no opinion as to decrease in number of city cases during last three years, and the absence of a corresponding decrease in metropolis, 8334.

Public Carriage Branch.

Lost Property Branch.

Inspection.

Examination.

Police and drivers.

Sir Edward Bradford—*cont.*

Analysis.

Bribery

R.S.P.C.A.

Congestion.

Congestion at stations.

Limitation.

Minimum age.

G. E. Smith: 8361–8463; (Superintendent C. Division): A green yard is a place appointed by Commissioner, under agreement with the keeper of the yard, to which animals may be taken for safe custody. One in C. Division, 8362–7. Owner of animal so taken has to pay green yard fees, which are fixed by an arrangement between Commissioner and keeper, and vary in different districts; general charge for a horse per day would be 1*s.* 6*d.*–2*s.*, but in some cases as high as 6*s.*, 8372–4; charge includes food, but not veterinary attendance. Green yard generally a livery stable, and considering risk of introducing a strange horse into the stable, that a man has to be kept there at all times, though the horses taken in C. Division do not average two a week, and keeper's liability if anything happens to horse, charges not excessive,

Greenyards.

Analysis.

G. E. Smith—*cont.*

8377–95. It would be no advantage to have horses taken to a stable regularly under control of police, 8394. Most horses that are taken are taken in cases of cruelty; if charge is unfounded, owners would still have to pay the greenyard fees, but Commissioner would probably compensate him out of police fund, 8400–7. In case of non-payment of fees, keeper could sue owner of animal, and judge would determine whether charge was reasonable, 8396–8. Not his experience that Royal Society for the Prevention of Cruelty to Animals inspectors press cases hardly; where they desire a man to be arrested they must refer to a constable, who exercises his discretion, 8410; they themselves have no power to take a horse to a police station, 8417; in the matter of taking out a summons for cruelty the Society are in the same position as a private person under the Act; summonses are frequently taken out by them, 8421–3. Cannot say whether the veterinary surgeon generally employed by Society at Marlborough Street is in practice, 8429–33. Has no knowledge of cruelty practised in green yards, 8439. Does not know that it would be of any advantage if the Society's inspectors were taken over by and incorporated with police, 8445; or think that there is any prejudice on the part of a constable against an inspector of the Society that would prevent justice being done to a horse ill-treated, 8446. Obstruction occasionally caused by a Society's inspector stopping a horse, 8449; and the opposition of drivers might not be so strong in the case of police. Has no reason to suspect collusion between the Society's inspectors and veterinary surgeons, 8455; or between veterinary surgeon and green yard keeper; in C. Division, for example, the detention of a horse would not bring much profit to the keeper. It is difficult to get any one to keep a green yard, 8457–62.

R.S.P.C.A.

H. Ferrett, 8464–87: (Superintendent F. Division); Concurs in evidence of Superintendent Smith. Has never had any conflict of opinion with the Society's inspectors as to cases of cruelty, 8467; nor known an instance of such an inspector being incompetent, 8471. Does not think there are sufficient cases to warrant appointment by police authority of fully qualified veterinary inspectors, though if there were a necessity for such inspectors he would rather they were police than Royal Society officers, 8473–6. Green yards are inspected at least monthly, and reports are made to the Commissioner, 8487.

R.S.P.C.A.

Mr. J. Colam, 8488–936. Thirty-four years Secretary Royal Society for the Prevention of Cruelty to Animals. Their prosecutions are instituted under the ordinary law; have no special legislation, 8495. Dismissals 2½ to 3 per cent. of prosecutions, 8500. Great improvement in condition of cab horses during past 34 years, those in night cabs excepted. Only one conviction a day now of cruelty to a cab horse, and the majority of those for horses in night cabs. Formerly with four inspectors (20 now), a case could be found easily in an hour. Of the 20 some would be engaged on inquiry work, five or six always *at night* on cab work, 8503–7. The cases that yield convictions are generally found by the officers; public report thousands which inquiry shows not to be offences, *e.g.*, persons who think a horse is in pain because he is lame or thin, dismissed drivers, &c.; Military men are frequent correspondents, 8508–20 Hands in returns of number of (1) convictions in metropolitan area of cab owners and drivers; most of these are duplicate cases; magistrates sometimes lets off driver, and as a rule the society does not press the case so much against him, hence a difference in the figures. Rise in 1892–3 due to public and magistrates' opinion that more men should be put on cab work; (2) general convictions in same area, (3) convictions throughout England and Wales, 8521–53. In three out of four cases the cruelty is committed by the small masters (2 to 10 horses) who cannot buy good horses; have been obliged however to prosecute one or two *public* companies, 8557–8. Only 1 per cent. of cases lost against drivers, 2 per cent. perhaps against owners, cases of "causing" being more difficult to prove. The certainty of the punishment a strong deterrent for drivers. The society has never lost a case on appeal. Failure in police courts principally when primary witness is a private person who refuses to come, says something different or is tampered with (cannot recollect a case of failure when an inspector

Convictions.

Mr. J. Colam—*cont.*

Analysis.

was the witness. No information laid without a direction from himself), or when there is veterinary evidence on both sides, and magistrate gives the benefit of the doubt, &c., 8565–76. Twenty inspectors very insufficient. Police help by reporting cases where their own veterinary knowledge is not enough to enable them to take action, 8577–86. Owners' cruelty: wounds under harness, acute lameness, decrepitude, emaciation caused by starving, overwork, &c. Drivers' cruelty: working horses in such state—not beating which, openly, has much diminished. Horses much better than cab horses in Paris, 8587–95. Privilege does not lead to cruelty but it may foster abuses as at Victoria (London, Brighton, and South Coast Railway), which is the only station to which the society's inspectors are (by direction of the superintendent there) not admitted, and is a nest of cruelty. Bad horses may be hidden in a privileged station. Two inspectors generally posted outside Victoria, but while they are examining one bad cab others may evade them; police are refused admission there also. More cases of cruelty come from that station than from any other; cabmen have directed his attention to it, 8596–640. If stations thrown open as they should be horses would be relieved, as there would be less travelling about, 8879–80, 8909. In some towns, just as in United States, their inspectors are sworn as constables, who have powers of arrest and protection in the event of failure; but have failed to obtain this in London. Recommends that number of cab (police) inspectors should be increased, that they should be specially trained, and that police and society's officers who are often refused admission to stables should have the right of entry—local authority only have that power if disease is suspected—and that veterinary experts should be attached to police, 8653–76, 8900–6. Inspectors must prove a good character, are examined as to intelligence (the work being higher than police work), tact, &c., and instructed (1) by a veterinary surgeon as to anatomy and ailments of animals they have to do with (good many are old cavalrymen, others policemen); (2) as to law of evidence, the men conducting their own cases generally; (3) method of entering on investigations and detective work. Young officers gain experience by going out with senior officers. Veterinary surgeon can only be employed with his consent; is paid a fee; society's rules is that nearest man is to be taken, but sometimes magistrates suggest a man who is known at the court, hence same man is often seen in their cases, 8677–93. Has never had complaints as to standing of veterinary surgeons employed, collusion between them and inspectors, or caprice on part of inspectors (these latter, however, are made to magistrates), 8822–37. Upwards of 50 veterinary surgeons employed in metropolis, ranging from Professor Pritchard downwards, 8864–8. Officers under strict discipline; hand in daily a written report of the previous day's proceedings, both cautions given and cases for prosecution, with statements of facts. Have rule that charges not to be made except under strongest necessity. They also inquire into "plaints" from private individuals. Have no interest in results of cases, are not allowed to receive any gift without his permission, and are dismissed for drinking, debt, or insubordination; 12 cases of bribery in 34 years, 8693–713. A man is a probationer for 12 months before he becomes efficient, and is not allowed to do actual duty; all under charge of superintendent, 8739. Do less in City, where police have been encouraged by magistrates to take up cases; are occasionally, perhaps 20 times a year, sent for in more difficult cases as in metropolitan courts. More attention given by police to horses in City than in metropolis; some men told off for the work, *e.g.* at London Bridge, by virtue of special knowledge, 8714–38. Inspectors stop horses till constable who has power under the Act to arrest upon his own view comes up, but have no authority to do so; obstruction is caused in this way; in United States, India, Australia, &c. officers of the societies have power of arrest, 8740–7. Has had no official complaint from police of inspectors assuming police functions; they generally get assistance from police, 8796–801. Bad condition of night cab horses might be remedied by supervision that was better in point of knowledge, 8808–10. There should be one police inspector of cabs in each division, 24 in all, 8819–20. Report cases of glanders, &c. to

Privilege.

Police Inspection.

Inspectors.

Veterinary surgeons.

City.

ANALYSIS.

Mr, J. COLAM—*cont.* local authority for prosecution, 8838–40. Police inspection with veterinary knowledge would be better than present double system, 8849–55. Much good would be done if more men were employed by police to look after animals, 8889. There would still be room for the society, whose officers can follow for example an offender into several counties and keep a watch on him in a way that the police cannot; in a word, have more freedom of action, 8929–36.

Sir H. OAKLEY: 8937–9148; general manager, G.N.R. On questions of general policy speaks for the Railway Association. Privilege at King's Cross not extended to so many cabs as would, while ensuring a maximum supply always, reduce the earnings of each cab below a fair amount. 120 cabs (summer), 110 (winter); four proprietors: 1*s.* 6*d.* per cab per week, 2*d.* from the drivers for use of a room lighted and warmed. Cabs examined before admission and under daily supervision of inspectors, who also see that there is no favouritism or refusal to take a fare. If privileged cabs not enough, cabs are admitted in order from rank outside, charged 1*d.*, and given a ticket, the counterfoil of which enables Company to register the number of the incoming cab in addition to that of the outgoing and ensures control over the cab; nothing of this sort at Waterloo, 8937–61. If privilege abolished, careful regulations needed to ensure civility outside as well as in, *e.g.*, to ladies, and means of tracing luggage; a great deal of pilfering goes on at stations, 8962, 83. Limited space at departure side prevents their allowing cabs that have brought passengers to wait, 8963–5. Gross revenue from privileged cabs 520*l.*, from non-privileged cabs 99*l.*; not sufficient to cover expenses, 8973–7. If Waterloo system adopted, revenue would be 1,000*l.* a year, 9002. A per-centage of London cabs and drivers not suitable for railways. No objection to railway being relieved of duty of inspecting cabs if proper arrangements made for that and for security of property, 8980–3. If public can be protected as well or better by any other system, has no objection to adopt it, 9089–95. Waterloo arrangements not nearly so good as theirs; is informed that neither number nor destination is taken. Makes arrangement with small proprietors (who, however, as a rule, have least efficient cabs), as well as large, but making it with the driver as at Waterloo South Station would involve an inspection every time the man came in to see that he had an efficient cab, 8991–9001. The men are not compelled to return direct, though, as a rule, they do; such licence given as is consistent with his attendance at station for comfort of passengers. If the privilege gave the right of entry to all stations, any particular station might be deprived of cabs when there was a higher attraction elsewhere, 9004–14. In 1893, 243,000 fares from King's Cross; in June 18,451 privileged, 2,439 non-privileged, in December 16,138 and 2,273. More non-privileged than privileged on Sundays. Many of the privileged men are 6-day men; Company find they are better than 7-day men. No charge to non-privileged cabs on Sunday, 9017–25. Drivers a wonderfully well-conducted set; some have been there for 20 years; 34 complaints against them in last two years, resulting in eight dismissals for overcharge, offensive language, drunkenness, refusal to take fare, insolence after receiving more than legal fare; punished for offence not against law, but against company, which has a moral obligation to see so far as it can that its passengers are decently treated, 9026–41. The men who have been there so long might continue to come under open system, but would probably find their places occupied. Masters say that privilege saves the horses and cabs; men that it gives them cover, a room other than the public-house to take food in, and little better earnings, 9042–8. Abolition of privilege will only average the better earnings of the privileged men over the whole trade, 9112. Under open system there might be great difficulty with a cabman whose cab was not fit to enter but who refused to go away. Cannot be continually in the police court summoning such men. Under present system only get a bad cab accidentally, 9125–31. Four licensed 'busses plying between King's Cross and Waterloo *viâ* Charing Cross, primarily for use of passengers booking through, say, to Southampton but picking up public also. 28 private 'busses; men not able to ply for hire as they are not on the 'bus unless it is ordered. A passenger who had forgotten to order might go to an official, ask for a 'bus, and if one were in the yard have it, but the omnibus is not put out by the platform; the horse perhaps has to be put to, and the driver is not there plying but would have to be sent for. If one had been ordered by someone else who had not come, that of course would be taken. These drivers are paid wages and do not care whether they go out or not. Has made inquiry and can find no foundation for complaint that porters secure the rich fares for the 'busses, 9051–88. Royal Society for the Prevention of Cruelty to Animals' inspectors are allowed access to the station, 9097.

Privilege at King's Cross.

Omnibuses.

Sir H. OAKLEY—*cont.*

Sir GODFREY LUSHINGTON, K.C.B., 9149–9391: Under Secretary of State, Home Office. *Historical sketch* showing changes (1) in the licensing authority—Special commissioners, with powers to make byelaws for regulation of cab trade, and to adjudicate on cab cases, 1710–1831—Commissioners of Stamps without the latter power—Registrar of public carriages—Commissioner of Police; (2) area—London, Westminster, and parishes within bills of mortality—5 miles from G.P.O.—10 miles—City and Metropolitan Police District; (3) Duties, taken for purposes of revenue, from 1710–1869—as licence fees since; (4) Number of cabs strictly limited, from 1710–1833—trade then thrown open; drivers not licensed till 1838, and never limited, 9150–7. Cab trade is regulated only so far as is required by good of public, who have no time to pick and choose or bargain. *Limitation* is monopoly and would require legislation, the whole course of which is against monopoly; mere fact that the cabs are in the streets shows they are wanted; few trades are so easy to enter and quit as the cab trade; the improvement manifested in cab, horse, and man does not indicate an over-crowded trade. Congestion of streets due to fact that cabs find business but no standings there; not a proof that there are too many cabs (9251). If experiment of limitation were tried, quite impossible to judge whether it had been a mistake or not, 9159–60. Cab trade doubtless is passing through a period of depression; and some suffering caused during adjustment of number of cabs to requirements, 9269. *Separate balance sheet* not contemplated by Parliament and objectionable, because (1) four balance sheets would be required if 'busses are not to pay for cabs, proprietors for drivers. (2) The propriety of charging some items and the amounts of others which could be estimated only would give rise to controversy. Parliament intended the fees should cover the expenditure, but not add revenue to the Police Fund. No reason why general inhabitants of metropolis should be taxed for the benefit of the portion using cabs (9234). If excessive, Secretary of State would be willing to lower them. Drivers, in any case not too large, 9162–6. Abolition of 15*s.* tax a matter for Exchequer to consider, 9234 *Privilege system* not illegal (1) when no inconvenience occasioned to the public, or undue preference shown or (2) because carried on for profit; where space is restricted, as at some stations, selection seems absolutely necessary for the public convenience. Complaints of obstruction and congestion caused by the system have not come from police or independent persons, but from the disappointed cabmen, 9297, 9314. The inequality of selection remains, even if the privilege is given to the driver and not the owner. Drivers have no *locus standi* to complain any more than any other tradesman who wants to deal with the railway, 9167–71. *Railway private 'bus* is a hackney carriage under the Act, and cannot ply for hire at platforms without licence; nor is it fair to cabmen that it should: grievance, however, small and the railways will simply obtain licences. It would be best in that case that they should be declared to be stage carriages, so that a higher fare might be charged, 9172–9, 9329. In the abstract there is no objection to a railway company carrying on a cab business as some of them do a steamboat business, 9385–7. *Sixpenny fares*: would not recommend unless distinctly asked for by cabmen; doubtful whether they would profit owners and drivers or not. *Radius*: inner and outer circles necessary; time has, perhaps, come when certain busy localities should be transferred to inner area; exact circle a crude device. *Inequalities*—agreements for more than legal fare, if allowed, would put an end to the tariff; agreements for less are no injury to cabman, because voluntary; no harm done if this latter provision abolished, 9345. would not give driver power to take fare, whose

Historical Sketch.

Limitation

Revenue.

Privilege.

6*d.* fares.

Radius.

Inequalities.

ANALYSIS.

Sir GODFREY LUSHINGTON, K.C.B.—*cont.*

Bilking. time may be very valuable, to police station, 9180–1. *Bilking*: theoretically no procedure too severe, but, with the possibility of the driver mistaking another man for the bilker or wilfully treating as a bilker a fare who has left his purse behind or has forgotten to pay, arrest by cabman or constable without warrant cannot be entertained. Fare should be required under penalty to give name and address, but without liability to detention until verified; power to require deposit at starting, if used, would prejudice driver's chance

Recovery of fare. of extra payment. *Recovery of fare*: re-enactment of law of Will. IV. not too hard measure considering that fare is small and driver compelled to carry; present procedure worthless to cabmen. On the other hand, any exemption from Summary Jurisdiction Act may lead to others; cabman probably has fewer

Police Courts. bad debts than most tradesmen, 9182–94. *Police Courts*: the complaints come from disappointed suitors, men convicted; magistrates admittedly patient with the poor, presumably so with cabmen. If something in a cabman to provoke impatience, a special magistrate for these cases would become the most impatient of judges. There are many non or semi-criminal offences besides cabmen's which are heard by magistrate; preferential treatment out of the question, 9,195. The arrangement most convenient and appropriate for various persons resorting to the courts should, of course, be adopted, 9236. If it was convenient, the more trifling cases might be heard on a particular day, but he would not substitute a court of a less judicial character or a less highly

Proprietors' liability. paid magistrate, 9370–1. *Proprietors' liability* (1) for lost luggage; might be limited; they are not common carriers, and at present if negligence is established against them or their drivers their liability is unlimited, (2) for damages; so far as public is concerned legal relation of proprietor and driver is that of master and servant and proprietor is liable, (3) to produce driver and pay penalty; anomalous, but magistrate has a discretion which is not, he believes, harshly exercised. Retention of enactment depends on how far magistrates find the power indispensable. Proprietor who can produce driver but

Inspection. evades should be punished, 9196–203. *Inspection*: thinks that the trade, considering it is a "cheap" trade, considering the temptations of drivers, the exposure, the hard work, is a creditable institution and that the cabs compare favourably with cabs elsewhere. For practical purposes a select policeman can do and does the work well. Other things besides inspection will keep the trade up to the mark. The fact that the inspection is annual only, and the hard work, &c. explain badness of some cabs. So with drivers; on the whole they drive remarkably well; present test enough; has never had to complain, 9204–8. *Con-*

Consolidation. *solidation* is a work that ought to be done. Where a certain course is clearly criminal better that Parliament should declare it so, but the regulations of the trade which may require alteration from time to time should be laid down by an order of Secretary of State, 9210–21. Parliamentary authority should be given if police are to take over shelters, 9240–1. It is right that driver should wear his badge conspicuously forthe assurance of passenger, 9363.

ANALYSIS

J. J. PARKER: 9392–9436; Ex-Chief Inspector of Public Carriage Department. Was the officer who examined witness Chambers for a licence. Chambers' statements in 3941–2 incorrect. Men are under examination 15 or 20 minutes; of applicants on any particular day about 33 per cent. would be rejected for insufficient knowledge of London, though allowed to come up again, 9394, 9435–6. Applicants are asked the routes from and to a number of different places, also the situation of hospitals, railway stations, public buildings, theatres, clubs, &c. No regular set of questions, 9402–7. If a man had any idea as to the route, but could not name the streets, witness would suggest right names as "connecting suggestions"; never made catchy suggestions. Could see whether man really knew his way, 9395–9401. The examination, as far as an oral one on such a subject can be, is a testing one, 9433. In times of pressure another inspector would help to examine the applicants, but in the same room, 9413–7. Does not think that a considerable number of men get licences who have never driven at all. Three persons have to certify as to an applicant's capacity, and it is the duty of the officer who verifies the certificates to see that they are competent judges, 9418–31.

Mr. W. H. DICKINSON: 9437–9501; Deputy Chairman of the London County Council. Read Council's resolution that, as even an extension to five miles would still exclude some populous parts, the radius should be coterminous with the county, 9437. Five miles would bring in practically the north-west part of the county; 5½ miles the north-east. But south-west corner is 7½ miles, and most easterly point in Plumstead 11 miles from Charing Cross, 9439. At present Hampstead feels exclusion the most, 9440. Woolwich would be the only cab-using district not included in a five-mile radius, 9441. County boundary old and well known, 9446. South-west district greatly desires the extension. Thinks personally it would be difficult to include Woolwich and Plumstead; in those districts there is no reason why a short journey in a *local* cab should be more than 6*d.* a mile. As regards long journeys from town, especially at night, agrees with suggestion that cabs should carry lamps differently coloured according as drivers lived in the north, east, south, and west districts, and could only be compelled to go out in the direction of their district. Would not recommend a higher tariff at night, 9448–64. Cannot say whether the reduction in fares would increase the number of cab-riders in the outer district, probably it would in places like Hammersmith, 9471–2. Hilly nature of a district not an argument, he thinks, against its inclusion in radius, 9474–7. Failing county boundary recommends five-mile radius, 9478–80. Extension would encourage local cab centres; more persons would take cabs into town, though a cab going into town would probably remain there all day. Journey beyond a certain distance out might be left to private arrangement, 9490–7. Local cabs in places inferior, 9499.

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APPENDIX I.

Appendix I.

RETURNS, &c. received from NEW SCOTLAND YARD and the METROPOLITAN POLICE COURTS.

I. PROPRIETORS' LICENCES.

A.—RETURN showing the NUMBER of HACKNEY CARRIAGE LICENCES issued during the past ten years.

Year.	Number of Hackney Carriage *Licences issued.	Remarks.
1884	10,569	The form of application for a Proprietor's licence being prescribed by Secretary of State's Order, 10th March 1871, no record is kept distinguishing renewals and fresh applications.
1885	10,750	
1886	11,017	
1887	11,246	
1888	11,409	
1889	11,375	
1890	11,297	
1891	11,129	
1892	10,812	
1893	10,806	

* The number of privileged cabs is 1,452. *See* question 1423 for detailed return.

B.—APPROXIMATE RETURN of DAILY AVERAGE of LICENSED CABS not in use through (1) REPAIRS, (2) REPORT of UNFITNESS or other REASON.

(1) Repairs.	(2) Report of Unfitness or other reason.	Total.
8 per cent.	*12 per cent.	20 per cent.

* This per-centage includes drivers who are sick, at rest, &c. and the proprietor is unable to find suitable licensed men to fill their place.

NOTE.—This return has been compiled from result of inquiry. *See* questions 1415–17.

C.—RETURN showing the NUMBER of HACKNEY CARRIAGES and PROPRIETORS licensed during 1893, (*a*) within FOUR MILE RADIUS, (*b*) within SIX MILES, and (*c*) beyond SIX MILES. CHARING CROSS being the CENTRE.

	Within Four Mile Radius. (*a*.)	Beyond Four and within Six Mile Radius. (*b*.)	Beyond Six Mile Radius (*c*).						Total Number of Hackney Carriages and Proprietors licensed in 1893.
			N. and N.E.	N. and N.W.	S. and S.W.	S. and S.E.	Beyond Metropolitan Police District.	Total.	
Proprietors -	2,545	229	86	33	139	121	15*	394	3,168
Hackney carriages -	9,425	441	175	90	335	321		940	10,806

NOTE.—The outer circle, *i.e.*, beyond six miles, is divided into four parts by lines running as near as possible from north to south and from east to west, cutting each other at Charing Cross.

N. & N.E. comprises Wood Green, Edmonton, Enfield, Cheshunt, Plaistow, East Ham, part of West Ham, Barking, Leyton, Woodford, Chigwell, Chingford, Loughton, and Waltham Abbey.

N. & N.W. comprises Southgate, Enfield Chase, Northaw, Southall, Hayes, Yiewsley, Finchley, Hendon, Harrow, Pinner, Edgware, Bushey, and Barnet.

S. & S.W. comprises Ealing, Hanwell, West Drayton, Mitcham, Carshalton, Woodmansterne, Richmond, Kew, Wimbledon, Kingston, Surbiton, Sutton, Epsom, Hampton, Shepperton, Twickenham, and Staines.

S. & S.E. comprises Croydon, Beddington, Coulsdon, Norwood, Sydenham, Penge, Beckenham, Bromley (Kent), Lee, Woolwich, Plumstead, and Chislehurst.

* These are proprietors who reside in the country beyond the Metropolitan Police District, but who ply for hire at race meetings within the Metropolitan Police District.

D.—RETURN showing the NUMBER of LICENCES held by each PROPRIETOR during 1893.

2,038	proprietors hold	1 licence only.	3	proprietors hold	33 licences.
353	,,	2 licences.	2	,,	34 ,,
201	,,	3 ,,	3	,,	35 ,,
122	,,	4 ,,	1	,,	38 ,,
68	,,	5 ,,	1	,,	39 ,,
61	,,	6 ,,	1	,,	41 ,,
44	,,	7 ,,	1	,,	42 ,,
35	,,	8 ,,	2	,,	44 ,,
32	,,	9 ,,	1	,,	45 ,,
13	,,	10 ,,	1	,,	46 ,,
20	,,	11 ,,	1	,,	47 ,,
21	,,	12 ,,	2	,,	48 ,,
18	,,	13 ,,	1	,,	49 ,,
4	,,	14 ,,	1	,,	52 ,,
16	,,	15 ,,	1	,,	53 ,,
8	,,	16 ,,	2	,,	56 ,,
6	,,	17 ,,	1	,,	57 ,,
5	,,	18 ,,	1	,,	58 ,,
9	,,	19 ,,	1	,,	59 ,,
8	,,	20 ,,	1	,,	61 ,,
5	,,	21 ,,	1	,,	64 ,,
5	,,	22 ,,	1	,,	66 ,,
4	,,	23 ,,	1	,,	68 ,,
6	,,	24 ,,	1	,,	75 ,,
6	,,	25 ,,	1	,,	80 ,,
3	,,	26 ,,	1	,,	98 ,,
5	,,	27 ,,	1	,,	99 ,,
5	,,	28 ,,	1	,,	101 ,,
2	,,	29 ,,	1	,,	189 ,,
2	,,	30 ,,	1	,,	281 ,,
2	,,	31 ,,	Total No. of Proprietors		- 3,168
3	,,	32 ,,	Total No. of Licences		- 10,806

E.—A Return for the past Eight Years of Hackney Carriages reported as unfit by the Public and Police. Appendix I.

Year.	Number of Carriages Licensed.	Number of Reports.								
		Night Inspections by Public Carriage Inspectors.			By Police on Ordinary Duty.			By the Public.		
		Carriages.	Horses.	Harness.	Carriages.	Horses.	Harness.	Carriages.	Horses.	Harness.
1893	10,806	316	20	—	400	166	6	14	45	1
1892	10,812	334	16	2	626	153	3	27	49	1
1891	11,129	318	23	4	523	143	10	38	33	—
1890	11,297	356	26	3	541	111	7	20	24	1
1889	11,375	519	37	4	667	186	10	32	36	3
1888	11,409	407	35	6	884	73	7	18	25	1
1887	11,246	394	25	5	1,207	71	9	18	18	—
1886	11,017	406	41	6	968	62	—	20	21	—

F.—Return showing the Number of Hackney Carriages reported unfit for Public use, and Cause of Unfitness, during the Six Months ended 30th June 1894.

Serious or Structural Defects.																Minor, or non-structural Defects, such as Number Plate defaced, &c., &c.		Total.		
Springs out of Repair.		Shafts broken, &c.		Wheels out of Repair.		Requiring General Repairs.		Doors out of Repair.		Requiring Painting, &c.		Pillars broken, &c.		Cushions and Linings torn.		Panels defective.				Total Number of Cases reported Unfit, in which Notices not to Use were issued.	Total Number of Cases reported Unfit, in which Repairs, &c. were done before Service of Notice.	Total Number of Hackney Carriages reported Unfit.
a.	b.	a.	b.	a.	b.	a.	b.	a.	b.	a.	b.	a.	b.	a.	b.	a.	b.	a.	b.			
8	6	7	9	57	16	74	6	12	1	25	2	2	—	16	1	6	1	123	180	330	222	552

a. Cases in which notices were served on the proprietor not to use the carriage whilst unfit.
b. Cases in which carriages were reported unfit, and in which repairs, &c. were done before service of notice.

II. Drivers' Licences.

A.—The requirements of the Licensing Authority in granting drivers' licences in regard to (*a*) character, (*b*) knowledge of London, (*c*) practice in driving.

(*a.*) The requirements are set forth in the certificate on the requisition form.

It shows that the applicant must be sober, honest, and of good character, must be a skilful driver and humane in the treatment of horses.

The certificate is required to be signed by two householders who have had a personal knowledge of the applicant for past three years: the form has also to be signed by the last employer.

Inquiry is then made by police.

(*b.*) Applicants for licences are examined by an officer (usually the chief inspector) as to their knowledge of the principal routes to and from railway stations, squares, theatres, public buildings, &c., &c. and certificates of fitness are not signed until applicants have acquired such knowledge.

(*c*). Provision is made on the form of requisition for a certificate to be signed by some householder or other responsible person who has a knowledge of an applicant's capabilities as a driver.

B.—Return of Hackney Drivers' Licences, (*a*) Renewed, (*b*) Fresh Applications, (*c*) Total Number of Licences issued, during the past ten years.

Year.	(*a*) Number of Hackney Drivers' Licences renewed.	(*b*) Number of Licences issued on Fresh Applications.	(*c*) Total Numbe of Hackney Drivers' Licence issued.
1884	*—	*—	13,824
1885	—	—	14,252
1886	13,782	1,070	14,852
1887	14,099	1,001	15,100
1888	14,506	1,008	15,514
1889	14,651	862	15,513
1890	14,590	746	15,336
1891	14,519	700	15,219
1892	14,321	690	15,011
1893	14,279	706	14,985
Grand Total	114,747	6,783	149,606

* There is no record in this office distinguishing the number of renewals and licences granted on fresh applications prior to 1886.

C.—Licences not used.

(1.) Sickness would probably average about 5 per cent., but this would, of course, vary with the seasons.

(2.) Night cabs average about 3 per cent.

(3.) There are 773 men holding "double" licences, but how many use the hackney drivers' licence, or if used, for what period, there are no means of judging.

(4.) "Butterflies" average about 7 or 8 per cent.

(5.) The revocations for the last three years were 133, giving an average of about ·003.

Appendix I.

In addition to this there are drivers who work only three or four days a week, but the average number cannot be given. This information might, however, be obtained from proprietors who present themselves for examination.

During the year 1st June 1893–31st May 1894, 130 licences, the holders of which had died, were returned to New Scotland Yard.

TABULATED RETURNS, showing approximately the daily average of drivers' licences unused on account of (1) sickness, (2) night-cabs, (3) "doubles," (4) "butterflies," (5) revocation or other reason.

(1) Sickness.	(2) Night Cabs.	(3) "Doubles."	(4) "Butterflies."	(5) Revocation or other reason.	Total.
5 per cent.	3 per cent.	*5 per cent.	7 or 8 per cent.	·003	About 20 per cent.

NOTE.—This information is the result of inquiry. There are no means in the office from which an accurate return could be compiled. The numbers given are approximate.

* Actual number during 1893 was 773.

D.—RENEWALS REFUSED.

RETURN showing the NUMBER of APPLICATIONS for RENEWAL of HACKNEY DRIVERS' LICENCES, refused by COMMISSIONER during the past three years.

Year.	Drunk.	Felony.	Assault.	Furious Driving.	Cruelty.	Other Causes.	Total.
1891 -	120	7	7	2	5	27	148
1892 -	59	7	5	—	5	25	81
1893 -	100	6	8	3	4	21	142
Total -	279	20	20	5	14	73	411

NOTE.—These numbers include men who for a time after expiry of licence did not apply for renewal, but on a subsequent application were refused.

E.—FRESH APPLICATIONS REFUSED.

RETURN showing the NUMBER OF LICENCES refused on FRESH APPLICATIONS during the past ten years.

Year.	Number of Licences refused on fresh Applications.	Remarks.
1884	11	The cause of refusal was in every case on account of the inquiries made into character being unsatisfactory.
1885	9	
1886	13	
1887	11	
1888	11	
1889	10	
1890	8	
1891	12	
1892	9	
1893	3	

This return does not include men temporarily rejected in consequence of their not having a sufficient knowledge of London.

F.—REVOCATIONS AND SUSPENSIONS.

RETURN showing the NUMBER OF HACKNEY DRIVERS' LICENCES, suspended and revoked by MAGISTRATES, and cause of SUSPENSION or REVOCATION, during the past three years.

Revocations.

Year.	Cause of Revocation.					Total.
	Drunk.	Furious or Wanton Driving.	Felony.	Assault.	Other Causes.	
1891	30	—	2	—	1	33
1892	34	2	4	3	—	43
1893	36	3	6	1	11	57

Suspensions.

Year.	Cause of Suspension.				Remarks.
	Drunk.	Furious or Wanton Driving.	Other Causes.	Total.	
1891	7	4	1	12	The periods of suspension ranged from 14 days to three months.
1892	9	—	2	11	
1893	13	2	2	17	

G.—JUVENILES LICENSED.

RETURN showing the NUMBER OF MEN under 21 YEARS of AGE who have been LICENSED for the first time* as HACKNEY DRIVERS in each year during the past ten years.

Year.	Number of Licences issued in each Year.	Remarks.
1884	52	Licences are only issued to persons under 21 years of age, on the special application of a proprietor, who undertakes to find employment.
1885	85	
1886	91	
1887	80	
1888	64	
1889	70	
1890	59	
1891	51	
1892	65	
1893	60	

* On the 31st May 1894, 131 was the actual number of men under 21 years of age holding drivers' licences, made up as follows:—

District.	17–18.	18–19.	19–20.	20–21	Total.
Within 6–7 miles of Charing Cross - - - - - - - -	1	7	28	35	71
The district beyond, from which it is not probable that the licensee would come into town to ply - - - - - - - - - -	2	15	19	24	60

H.—Return, for Three Years, of Offences committed by Cabmen, brought before Magistrates.

Year.	Serious Offences.								Minor Offences.								
	Drunk.	Wanton and Furious Driving.	Abusive and Obscene Language.	Assault.	Cruelty.	Wilful Misbehaviour.	Wilful Damage.	Felony.	Loitering and Obstruction.	Not giving Fare Ticket.	Plying.	No Badge.	Disregarding Regulations.	Allowing Person to ride without Consent of Hirer.	Leaving H.C. unattended.	Standing longer than necessary.	Refusing Fare.
1891	1,543	336	57	59	105	27	10	20	994	—	578	149	64	40	312	21	6
1892	1,543	315	52	74	154	28	—	23	797	1	668	140	61	43	213	13	7
1893	1,458	337	64	77	176	31	5	22	919	4	600	425	117	37	245	9	8

Year.	Minor Offences—*cont.*									Total Number of Convictions recorded.	Discharged.						Total Number of Cases discharged.	Costs, Own Recognisances, &c., &c.	Total Number of Offences by Cabmen brought before Magistrates.
	Allowing another to act without Consent of Proprietor.	Demanding more than Fare.	Overloading.	Loading Badge.	Stopping on Crossing.	Driving without Consent of Proprietors.	Not depositing Property.	Refusing to give Way.	Miscellaneous.		Drunk.	Cruelty.	Assault.	Wilful Misbehaviour.	Felony.	Minor Offences.			
1891	14	8	3	5	—	9	—	—	18	4,378	36	—	—	—	4	—	40	203	4,621
1892	8	5	10	2	—	8	1	5	21	4,192	13	—	3	—	7	—	23	103	4,318
1893	14	5	11	4	20	1	3	4	39	4,635	27	9	2	6	29	5	78	212	4,925

Note.—For the revocation and suspension of hackney drivers' licences *see* F.

K.—*A Return of the Cases heard at each of the Metropolitan Police Courts during the Year ended the 31st May 1894, in which Hackney Carriage Drivers were either Complainants or Defendants.

Court.	Complainant.		Defendant.	
	Summonses.	Charges.	Summonses.	Charges.
Bow Street	15†		915	200
Clerkenwell	64	1	208	173
Greenwich	22	1	9	21
Lambeth	165			
Marlborough St.:—				
1893, June	3	—	139	21
July	6	—	52	14
August	—	—	53	17
September	2	—	74	20
October	4	—	127	31
November	3	—	157	58
December	3	—	213	52
1894, January	3	—	211	51
February	6	—	197	34
March	5	—	218	36
April	4	—	202	41
May	7	—	192	42
Total	46	—	1,835	417

* Cases are also heard in the Petty Sessional Courts outside the Metropolitan Police Court District. During the first four months of the current year 19 cases in which drivers were defendants were so heard.

† Where the returns have not distinguished between summonses and charges, or between complainant and defendant, the number has been placed on the dividing line.

K.—A Return of the Cases, &c.—*cont.*

Court.	Complainant.		Defendant.	
	Summonses.	Charges.	Summonses.	Charges.
Marylebone			407	
North London			60	
Southwark	31	—	37	59
South Western	16		23	34
Thames	11			14
Westminster			395*	
West London	38			184
Woolwich	2	—	2	2
Worship Street			46	

* This includes cases of dispute between cabmen and proprietors, and similar matters.

III. Supervision.

(*a*). No supervision is exercised over holders of proprietors' licences.

Their cabs are subject to supervision of police, and when reported, or the horses or harness belonging, as unfit for public use, the proprietors are at once served with a notice forbidding use till again seen by the Inspector of Public Carriages of the district and certified as fit for public use.

(*b*). Holders of drivers' licences are subject to the direct supervision of police on duty in the streets, who proceed against them before the magistrates for breaches of the law.

Returns of convictions are forwarded from the various police courts to the Commissioner of Police, and such convictions, together with complaints received from the public against drivers, are considered by Commissioner before the issue of a renewal licence

IV.—Return showing the Number of Articles received in the Lost Property Office from Hackney Carriages and Metropolitan Stage Carriages for Six Months ending 30th June 1894.

Received from Hackney Carriages.	Received from Metropolitan Stage Carriages.	Total Number Received during the Six Months.
7,349	6,613	13,962

APPENDIX II.

HANDED IN BY THE RECEIVER FOR THE METROPOLITAN POLICE.

I. STATEMENT showing the ACTUAL RECEIPTS and EXPENDITURE of the PUBLIC CARRIAGE DEPARTMENT and the APPROXIMATE AMOUNT received and expended on account of HACKNEY CARRIAGES during the Five Years ended 31st March 1894.

Year.	Actual.				Approximate.																
					Receipts from Licences.			Actual Expenditure.		Actual Expenditure divisible between Hackney and Stage Carriages in the Proportion of the Number of Proprietors' Licences issued.							Estimated Expenditure.				Total Cost of Hackney Carriages.
	Receipts.	Payments.	Profit.	Loss.	Proprietors.	Drivers.	Total.	Cost of Water Posts, Standings, and Water Rates.	Cost of Books and Tables of Distances.	Cost of Clerks employed in the Public Carriage Office.	Cost of Clerks employed in the Lost Property Office.	Cost of the Divisional Inspection.	Cost of Plates, Badges, an Stamps.	Total.	Proportion chargeable to Hackney Carriages.	Proportion chargeable to Stage Carriages.	Cost of Office Accommodation, including 500*l.* for Services of Clerks in Commissioner's Office and Receiver's Office.	Proportion chargeable to Hackney Carriages.	Proportion chargeable to Stage Carriages.	Cost of Police employed on Hackney Carriage Standings.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
31st March 1890	35,991	32,635	3,356	—	22,750	3,878	26,628	1,099	220	*2,660*	*1,390*	*1,780*	*520*	*6,350*	5,003	*1,347*	*1,319*	1,040	*279*	*23,647	31,009
„ 1891	36,133	33,529	2,604	—	22,594	3,834	26,428	968	531	*2,570*	*1,411*	*1,780*	*330*	*6,091*	4,736	*1,355*	*2,292*	1,782	*510*	*23,647	31,664
„ 1892	36,252	33,684	2,568	—	22,258	3,804	26,062	1,078	874	*2,476*	*1,411*	*1,780*	*648*	*6,315*	4,791	*1,524*	*1,770*	1,343	*427*	*23,647	31,733
„ 1893	35,603	37,589	—	1,986	21,624	3,752	25,376	1,335	819	*2,969*	*1,772*	*2,025*	*461*	*7,227*	5,509	*1,718*	*1,538*	1,172	*366*	†26,670	35,505
„ 1894	35,324	38,631	—	3,307	21,612	3,746	25,358	1,308	1,633	*2,969*	*1,803*	*2,025*	*463*	*7,260*	5,508	*1,752*	*1,760*	1,335	*425*	†26,670	36,454

* Includes about 1,620*l.* for cost of substitutes.

† Includes about 2,916*l.* for cost of substitutes.

II. An Account of the Receipts and Expenditure for the Service of the Public Carriages of the Metropolis in the Year ended the 31st December 1866 (Qu. 5976–81). Appendix II.

	£ s. d.	£ s. d.
To Balance on 1st January 1866 - - -	—	412 10 5
„ Amount received from Her Majesty's Inland Revenue, under the authority of the Act 6 & 7 Vict. c. 86. s. 6; and 16 & 17 Vict. c. 32. s. 19.	—	12,100 0 0
„ Stoppages from the pay of Public Carriage Attendants in the year 1866, viz.:—	—	—
Stoppages during Sickness - - -	114 13 0	—
Fines for Misconduct - - - -	26 11 10	
		141 4 10
„ Miscellaneous Receipts - - - -	—	161 14 10
Amount received from the Commissioners of Police of the Metropolis on account of Licences issued, &c.	—	3,786 16 0
„ Unclaimed Rewards - - - - -	—	32 11 3
		16,634 17 4

	£ s. d.	£ s. d.
By Salaries of Superintending Officer and Veterinary Surgeon.	—	
„ One Superintending Officer at 400*l.* per annum.	400 0 0	—
„ One Veterinary Surgeon at 150*l.* per annum.	150 0 0	—
„ Proportionate Expense of Clerks in Commissioner's and Receiver's Offices.	210 4 0	—
		760 4 0
„ Rent of Office, Furniture, Repairs, &c. -	—	234 12 9
„ Pay of Inspectors and Public Carriage Attendants.	—	9,276 19 6
„ Clothing of Attendants - - - -	—	395 5 10
„ Salaries of Medical Officers - - -	—	47 2 9
„ Erection and Repairs of Water Posts at Hackney Carriage Standings, and Water Rates.	—	791 8 0
„ Lanterns - - - - - -	—	144 9 1
„ Miscellaneous Expenses, including Superintendent's and Office Keeper's Contingencies.	—	384 16 1
„ Her Majesty's Inland Revenue for the Exchequer, in full of the sums charged per contra.	—	4,122 5 11
„ Balance remaining on the 31st December 1866.	—	477 13 5
		16,634 17 4

APPENDIX III.

I. Digest of Reports on the Cab Services of Berlin, Hamburg, New York, Paris, St. Petersburg, and Vienna, received from Her Majesty's Representatives in those Cities. Appendix III.

BERLIN.

1. *Cabs.*—A cab proprietor who wishes to place vehicles upon the streets must obtain a personal concession from the president of police, and a special permit for each cab from the commissioner of public traffic, upon which latter the number of the vehicle is marked. Proprietors' concessions are issued without fee. Cab licences or permits must be renewed (stamped) each time the particular vehicle is inspected by the police (once a year, between January 1 and July 1). They can be revoked if the vehicle is found not to be in proper condition, or withdrawn if the cab for which it has been issued is not used for a period of three months.

There are the following classes of cabs in Berlin:—

I. First-class cabs: Landaus, victorias, and broughams. Each is licensed to carry four persons inside. They may be divided into—
   (*a.*) Tariff cabs.
   (*b.*) Taxameter cabs (four inside, one on the box).

II. Second-class cabs: Flies and broughams (carry four inside, one on the box). They may be divided into—
   (*a.*) Ordinary second-class cabs.
   (*b.*) Luggage cabs.

The first-class cabs have their numbers painted in *white* figures on a dark ground; the drivers' livery is dark blue and *silver*. Drivers of "taxameter" cabs wear a white instead of a black glazed hat. The ordinary second-class cabs have *black* numbers on a white shield (luggage cabs have *red* numbers); the livery is dark blue and *gold*. The ordinary second-class cab is a vehicle which can be closed and opened at will, with a leather hood and glass front. The door opens on hinges nearest the front wheel, the window in the opposite direction. It is roughly built and upholstered. There is no great difference as regards the quality of the horses used in first and second-class vehicles.

2. *Drivers.*—Require police licences, which are issued without fee and renewed for each calendar year, and are supplied with numbered badges which are worn on the hat. The distinguishing liveries referred to above are strictly prescribed and enforced by the police, and are perfectly uniform; each driver, however, must provide his own. Applicants for a cab-driver's licence must be over 18 years of age, in possession of civil rights, physically qualified for their work, and must prove to the police authorities that they are skilled in driving and in the management of horses. For this purpose an applicant must prove that he has been employed as a coachman or driver of a private conveyance for at least three months. He must then go through a short course of instruction at the Central Police Office—1 hour to 1½ hours at a time on three or four occasions—and must pass an examination before an officer of police, showing that he knows the police regulations affecting the public traffic, that he is acquainted with the city, and that he can drive. To prove that he can drive he is placed on a cab and is made to drive about the streets immediately round the Central Police Office under the observation of an officer of police.

The question has been raised whether special schools should not be instituted for the instruction of cab-drivers in their work, but it has been found impracticable.

Drivers' licences frequently remain in abeyance, especially in winter, when many drivers prefer indoor occupations. The police, however, withdraw a driver's licence if it is not used, whenever they can substantiate the charge, but except a direct denunciation is made this is not easy (*e.g.*, in 1890 there were 8,832 licences out, but only 5,012 were used).

About 60 to 100 drivers' licences are withdrawn for misconduct annually (61 in 1890, 129 in 1892).

3. *Number and Population.*—There is not at present any limit to the number of cab licences or drivers' licences which can be issued in Berlin. The city has been increasing so rapidly of late years that no necessity has been felt for a regulation of the kind, and the supply of cabs has not outstripped the demand.

The question of limiting the number of cabs has not been raised within the last 10 years, although previously it had been repeatedly brought up.

Number of cabs licensed at present -	6,450*
„ „ „ in 1890 - - -	5,488
Number of drivers' licences issued for this year, about - - - - -	11,000

Population of Berlin (1890) about 1½ millions.

As a rule, however, a driver's licence is supposed only to be issued if the applicant can show that he has been promised employment by a cab-owner.

* Of these about 3,500 are first-class cabs.

Appendix III.

4. *Relations between Proprietors and Drivers.*—No cabs are owned by any public authority. The largest cab proprietors own about 40 to 50 vehicles each, and a suitable number of horses. In 1890 the 5,488 cabs then licensed were owned by 2,431 persons.

The method of payment of cab-drivers varies About one-quarter of the total number drive their own cabs. The remainder (excepting the drivers of "taxameter" cabs) either hire a cab and horse from a proprietor, paying a fixed hire, or take a cab for the day and hand over the surplus of the takings to the proprietor after deducting their living wage (which is fixed by private agreement). The maximum hire for a first-class cab and horse is 7*s.* per day; the usual prices being 6 marks in winter and 7 marks in summer. The usual hire for a second-class cab is 4*s.* 6*d.* per day. When drivers take out cabs on this system no minimum wage is insured to them. They are rarely, however, forced to pay the hire in advance.

The proprietors of the "taxameter" cabs pay the driver a fixed wage of 1*s.* a day and 25 per cent. of the takings as registered by the machine.

The fodder given to the horses on the stand during the day is provided by the owner.

5. *Tariff.*

(i.) *Taxameter Cabs.*

A First-class Cab (Taxameter) must Drive.	For 6*d.*	For each further Penny.
ORDINARY TARIFF No I.		
1-2 persons with luggage up to 50 lbs., by day.	Up to 800 metres (866 yards).	Up to 400 metres (433 yards).
INCREASED TARIFF No. II.		
3-5 persons with luggage up to 50 lbs., by day.	Up to 600 metres	Up to 300 metres.
DOUBLE TARIFF No. III.		
(1.) 1-5 persons with more than 50 lbs. of luggage.	Up to 400 metres	Up to 200 metres.
(2.) 1-5 persons at night, with or without luggage.		
(3.) 1-5 persons from the railway stations if cab is taken by its brass check, with or without luggage.		
(4.) 1-5 persons, with or without luggage, outside the city limits.		

(ii.) *Other Cabs.*

For the use of the Vehicle up to	First-class Cabs.		Second-class Cabs.	
	1-2 Persons.	3-4 Persons.	1-2 Persons.	3-4 Persons.
15 minutes inclusive	1*s.*	1*s.* 6*d.*	7*d.*	1*s.*
For the second 15 minutes or less, an addition of	6*d.*	6*d.*	5*d.*	6*d.*
For every further period of 15 minutes, even if not completed	6*d.*	6*d.*	6*d.*	6*d.*
Therefore, for the first full hour	2*s.* 6*d.*	3*s.*	2*s.*	2*s.* 6*d.*
For every further full hour	2*s.*	2*s.*	2*s.*	2*s.*

Additional Payments.—After 11 o'clock at night (till 7 a.m. in summer or 8 a.m. in winter) the above tariff is doubled. If a cab is ordered to call for a fare before 8 in the morning an additional 6*d.* is charged. A cab taken from a railway station with a brass check (*see* below), receives 3*d.* extra; luggage under 20 lbs. is free; for 20 to 50 lbs., 3*d.* is charged; for 50 lbs. to 1 cwt., 6*d.*; and for every further cwt. or part of a cwt., 6*d.* more. The charge for conveying a dog is 3*d.*

The machine for checking distances, and at the same time registering fares, is now in use upon about 1,100 of the first-class cabs of Berlin. Its use is rapidly extending, and it is probable that within a few years it will be general.

The first-class "taxameter" cabs now compete severely with the second class, the difference in price being very small. The consequence is that the second class are going back in numbers, while the first class, and especially the taxameters, are on the increase. The Taxameter (Manufacturing) Company have for this reason hesitated to adapt their apparatus to the second class, although there could have been no difficulty in doing so.

6. *Police Regulations.*—The cab service of Berlin is regulated in general by a Police Ordinance, dated the 20th of January 1873 (with later amendments), based upon the powers vested in the police authorities by the law of the 11th of March 1850, and the North German Industrial Code (Gewerbe Ordnung) of the 21st of June 1869. The police have the whole management and supervision of the cabs and drivers. The municipality have only a consultative voice in questions of alteration of the tariff, &c.

An empty cab is obliged to drive at a trot to the nearest cabstand on which it can find a place. In the most crowded thoroughfares empty cabs are not allowed at all (except they can show that they have been ordered to call for a fare). At night, however, cabs are allowed to take up a position near houses in which public or private festivities are going on, and in general to stand in places other than regular cabstands where they may expect custom.

A customer who refuses to pay his fare may be taken by the cabman to the nearest police constable, by whom, if the matter is not settled by his intervention, he is conducted or summoned to the Police Presidency. The matter is then decided by the President of Police, and the defaulter is obliged to pay. He may, however, protest and bring an action in the civil courts (Amtsgericht).

7. *Standings.*—The first-class taxameter and second-class cabs have separate stands, the number and position of which are revised at the beginning of each quarter, the stands being frequently moved from one side of the street to the other, in order to equalise the inconvenience to the inhabitants entailed by their presence.

There were in—

Year.	Stands.	
	First Class.	Second Class.
1881	155	367
1885	171	368
1890	208	388
1894	353	338

In the official list of cabstands, which is issued once a quarter, each stand is marked for a maximum and a minimum number of cabs. An empty cab may not pass a stand on which there are less than the minimum number, but must stop and take its place on the rank.

The 353 first-class stands can accommodate about - - 2,300 cabs.
The 338 second-class stands - - 2,500 „
4,800

out of the 6,400 at present licensed.

It must be remembered, however, that the first-class licences are issued for each vehicle, and that the broughams and victorias do not come out at the same time. It would appear, therefore, that there is ample accommodation on the stands for all the cabs of Berlin.

8. *Railway Stations.*—Within an hour before the arrival of each train (not counting suburban trains), *any* cab may drive up to a railway terminus and take its place on the rank there, upon handing to the policeman charged with the management of the cab traffic a *brass check* upon which the number of the cab is stamped. The policeman then stands at the exit from the platform, and distributes these checks to the arriving passengers in the same order in which they were delivered to him. No cabman may leave the station with a fare who does not present the corresponding brass check. A certain number of second-class cabs are specially built for conveying heavy luggage, and these are used almost exclusively for station work. See under 1 (Cabs) above. Every cab proprietor who owns a number of vehicles must supply one "luggage cab" in every five second-class cabs. The "taxameter" cabs have the same rights as regards driving up to railway stations, but they do not as yet make much use of them.

HAMBURG.

1. *Cabs.*—There are four classes of cabs.
   (i.) Cabs of the old style, seating four persons. No fresh cabs of this kind have been allowed to be brought into use since 1886, but there still remain about 400 on the streets.
   (ii.) Taxanom cabs, seating four persons, and provided with a machine which registers ordinary fares only, and not additional fares; 50 in use.
   These two classes are being fast superseded by the cabs fitted with the taxameter of Westendarp and Pieper, of which there are two kinds.
   (iii.) Second class, seating four.
   (iv.) First class, seating three; open in summer, closed in winter.

Each class of cab is controlled by regulations specially applicable to it. Proprietors' licences are issued by the police authorities on payment of 18 marks, one licence entitling the holder to put as many cabs as he pleases on the streets. A proprietor's licence may be withdrawn if, for instance, he is found to have a cab in bad condition, and neglects to put it into good order at the bidding of the police. Such a case, however, has not occurred.

The vehicles, horses, and stables are inspected from time to time by the Department for Public Conveyances.

2. *Drivers.*—Applicants are examined by the police authorities as to (*a*) the shortest routes to the principal streets; (*b*) the "rules of the road," (*c*) the manipulation of the taxameter, and are required to make a trial drive through the most crowded thoroughfares in company with an expert official. It is a disqualification to have been punished for any offence or crime. Licences are issued without charge for an unlimited period. Drivers are under the continual supervision of the officials of the Department for Public Conveyances and of the police, who have charge of the streets and the "public safety," in regard to the due fulfilment by them of the duties prescribed by the regulations.

Licences are not subject to revocation if the holders fail to utilise them. Infringements of the regulations may be punished by fines ranging from 1 to 60 marks, or imprisonment for not more than 14 days, and repetitions of such infringements are met first by caution and then by withdrawal of licence. Such withdrawals are not infrequent, and disqualify the holder for holding a licence again.

3. *Number.*—There is no restriction placed on the number of cabs.

4. *Relations between Proprietors and Drivers.*—No cabs are owned by any public authority. There are 412 proprietors in all, of whom 101 own taxameter cabs of the first class, 49 own taxameter cabs of the second class, 40 own taxanom cabs, and 222 own cabs of the old style. The majority of proprietors own from one to two cabs each. One company owns about 100.

The drivers are paid a weekly wage, which averages 21*s.* but in some cases is as high as 25*s.*, and receive a per-centage at the end of the month if their earnings have exceeded a certain sum. A driver has no lien on the daily takings, but is bound to deliver up to his employer every night the amount taken as shown by the taxameter. In the case of the cabs of the old style the driver first deducts a large portion of the day's earnings for himself, and delivers to his employer only as much as he thinks sufficient: The proprietor having no means of checking him.

5. *Tariff.*—1. Cabs of the old style. The city and its suburbs are divided into various districts: (*a*) within a district, for one or two persons, 9*d.*; for every person above two, 1½*d.*; (*b*) from one district into a neighbouring one, for one or two persons, 11*d.*; for every person above two, 3½*d.*; (*c*) from one district into a third district, for one or two persons, 1*s.* 2½*d.*; for each person above two, 3½*d.* Two children under 10 years are reckoned as one passenger. The rates go on increasing according to district and distance. The table of fares is in consequence very complicated, and disputes are of frequent occurrence.

2. Taxanom cabs:
   A mile (1,600 meters), 6*d.*; every additional ¼ mile, 1*d.*; waiting, 20 minutes 6*d.*, every additional five minutes, 1*d.*; double fares are charged between 11 p.m. and 6 a.m.; luggage up to 22 lbs. free, above 22 lbs. 1*d.*–3½*d.*, according to weight and size.

3. Taxameter (2nd class):
   Two passengers for ¾ mile, or 12 minutes' waiting, 6*d.*; every additional 400 yards, or four minutes, 1*d.*; three or four passengers for ½ mile, 6*d.*; every additional 300 yards, 1*d.*; night fares (11 p.m. to 7 a.m.), 650 yards, or 12 minutes' waiting, 6*d.*; every 200 yards beyond, 1*d.*

4. Taxameters (1st class):
   Two persons, ¾ mile, or 12 minutes' waiting, 9½*d.*; every additional ¼ mile, or four minutes, 1*d.*; three persons, ½ mile, 9½*d.*; every additional 300 yards, 1*d.*; night fares (11 p.m. to 7 a.m., three persons), 650 yards, 9½*d.*; every additional 200 yards, 1*d.* (time allowed for waiting the same).

6. *Police Regulations* providing for every detail in the cab service have been framed for each of the four classes of cabs by the police under the powers given them by an order of the High Senate of 3rd September 1869. Loitering is not made an offence, but obstruction caused by loitering or unnecessary driving about is punishable by a fine not exceeding 30 marks.

A passenger refusing to pay his fare or disputing the amount may be taken by the driver to the nearest police station in order that the matter may be settled. If that cannot be done, the parties are referred to the central police station, the Department for Public Conveyances. A driver who is found to have overcharged may be punished by the police, or if he desires it, the case will be referred to the court for petty cases (Schöffengericht).

7. *Standings* number 112, 62 of which accommodate from two to five cabs, and 30 from six to 10.

8. *Railway Companies.*—The police allot a certain number of cabs to the railway stations for each week, according to the probable requirements. This is so arranged that they go in rotation; for instance, in the first week of the year the cabs numbered 1–100, in the next week 101–200, and so on. To each of these cabs a time table is issued, showing the week and station allotted to it. This paper is subject to a stamp duty of 3*d.* per cab and week, and must be always carried by the driver. If the cab is not stationed during the week, and at the railway station, fixed, the proprietor will be punished. A cab owner who wishes to be freed from the obligation to attend at the railway station must petition the police authorities. No other cabs than those ordered by the police are allowed to halt at the railway stations.

The Consul-General at the end of his report adds as follows:—

"It appears that the public withdraw more and more from the system of the old cabs, which is not to be wondered at, considering the heavy overcharges made by cab drivers upon the public, especially strangers. Some drivers have the audacity to overcharge passengers up to double the fare fixed by the tariff.

"On the other hand, the taxameter cab has quickly gained the unanimous favour of the public as being a vehicle which combines lightness, style, and rapid movement, and, at the same time, saves passengers from illegal charges.

"The drivers at first resisted to the utmost the introduction of the taxameter system, because by the controlling apparatus the driver has lost all chance whatever of imposing upon passengers, or defrauding his employer. Although this opposition still exists the violent attacks by force which were directed at first against the apparatus itself have ceased, probably for the reason that the drivers have discovered that they are fighting with arms of a somewhat weak nature against a mechanism which has introduced itself, and gained general acknowledgment by its own merits, and not through advertisement.

"Finally, the system has brought the great advantage to cab owners that they are not any longer exposed to the despotism of their drivers as regards their daily earnings. Cab owners can consequently receive better profits from their business, and are thereby able to offer to the public for a small price a vehicle which leaves all former ones behind.

"The Hamburg cab system has now come more on a level with modern requirements, and can well stand comparison with the system of any other metropolis. Indeed, it is claimed for the system that it is the best in Europe. It has opened up better and more profitable prospects to proprietors, great advantages and convenience to the public, and a certain and fixed remuneration to drivers. By it both owner and driver benefit."

Appendix III.

NEW YORK.

1. *Cabs.*—The mayor of the city issues cab licences, bearing numbers, to so many and such persons as he shall think proper. Applicants for such licence must be citizens or have declared their intentions to become citizens of the United States, must have resided in the city for six months, and must own two good horses for each hackney coach or one for each hackney cab. The coach (two-horse vehicle carrying four passengers) or cab (one-horse, carrying two passengers) must be good and sufficient, and the number of the licence if granted must appear both on the lamps and on the inside of the cab. The licence must be revoked by the mayor on its holder ceasing to be a resident. The mayor may examine applicants in respect of their qualifications to receive a licence, and shall administer an oath of affirmation in relation to the matters referred to above. The fee for each hackney coach licence is $3, for each cab licence $2, and one-half of these sums for each renewal. Owners applying for renewals must make it satisfactorily appear that they are still eligible. Proprietors of unlicensed cabs are liable to a fine of $5 for each offence.

Special licences (fee for coach $5, for cab $3) may be granted to cabs which do not use the public stands but serve the hotels only. Fare settled by agreement, or if no agreement has been made to be ordinary fare. A "superintendent of hacks" is appointed to see that the regulations are in every respect complied with; he visits the standings and has power to order away any cab which is not provided with lamps, number, or suitable harness or horses, which obstructs the street, or the driver of which is intoxicated or misbehaves himself. He reports offenders to the mayor's first marshal (see 6, below).

2. *Drivers.*—The mayor has power to grant licences to persons of mature age, citizens of the United States and residents of the State of New York, to act as drivers for a year from date of issue, unless the licence is during that period revoked or suspended by the mayor at his discretion. Fee $1 for the first year and 50c. a year afterwards. An applicant must produce satisfactory evidence of good character from two reputable citizens, and must give bonds for $1,000, but is not required to pass any examination in knowledge of driving or of the topography of the city. The licence is numbered and registered in the office of the mayor's marshal, and contains the holder's address. A licensed driver must wear a badge bearing the words "Licensed Hack Driver," and during his term of licence may drive any licensed vehicle. Should the licence be lost no duplicate is issued but a new one must be obtained.

Licences may be granted to capable young men between the ages of 18 and 21, when it is satisfactorily shown that the applicant is the sole or chief support of aged or indigent parents, or other relations, or the son of the owner whose coach he applies for permission to drive.

Few licences are revoked—about six in each year.

3. *Numbers and Population.*—There is no limitation of either cab or drivers' licences.

Number of ordinary licensed cabs -	1,439
Number of licensed cabs obtained at livery stables, which carry to or from any place in the city, but are not allowed to solicit fares on the streets -	758
Number of drivers' licences - -	632
Population of New York, 1½ millions.	

4. *Relations between Proprietors and Drivers.*—There are six private corporations owning cabs, but the majority belong to private individuals possessing from 1 to 12 cabs each, a number of whom drive their own. The driver receives a wage of 14 dollars a week; whether or not this wage is the first charge on the takings depends on the contract between driver and proprietor.

5. *Tariff*:—

Distance.	Cabs.	Coaches.	Line Balls (one or two Passengers).
One mile or less - -	50 cents -	1 dollar -	1 dollar.
Each additional half mile	25 cents -	40 cents -	Each additional mile 1 dollar.
Waiting, for each period of not less than five and not more than 15 minutes.	25 cents -	38 cents -	Each additional passenger 50 cents.

Time.	Cabs.	Coaches.
First hour or less - - - - -	1 dollar -	$1·50.
Each succeeding half hour or part thereof -	50 cents -	75 cents.

Drivers are required to carry, without extra charge, one piece of baggage not exceeding 50 lbs. in weight; for additional baggage he may charge 25 cents per piece.

Distances are measured by avenue blocks (20 to the mile) or street blocks (seven to the mile). No machines are used for indicating fares or registering distances.

6. *Regulations.*—The cab service is regulated by ordinances of the city of New York, and is supervised by the mayor's marshal (see 1 above) as well as by the police. In case of breaches of the regulations (*e.g.*, driver refusing to obey order of superintendent, demanding and receiving more than legal fare, waiting for employment elsewhere than on a stand, refusing to carry passengers or to give owner's address, snapping whip, not having lamps lighted) are brought before the mayor's first marshal by a police officer, and the fines or penalties provided are imposed by the mayor or his marshal. On delinquent's refusing to pay, his licence is revoked, and the fine is sued for by the corporation attorney.

Loitering is a misdemeanour.

Criminal cases are dealt with in the police courts.

Passengers refusing or attempting to evade payment of the regular legal fare or any fare agreed upon are guilty of a misdemeanour, may be arrested by the police at the request of the driver, and, on conviction before a police justice, shall incur a penalty of $10; imprisonment, not exceeding 10 days, in default. Disputes as to prices or distances are settled by the mayor's marshal or police officer in charge of a station. A driver may demand his fare of the passenger on his entering the cab, and may refuse to carry any person not complying.

7. *Standings* are 30 in number, and accommodate from three to 20 cabs. New stands, in any district, are appointed by the mayor with the advice and consent of the aldermen of the district.

Cabs may also stand at steamboat landings (15 minutes before usual time of arrival), theatres, &c. (15 minutes before conclusion of performance), railway stations (five minutes before arrival of trains), and street corners (from 10 p.m. until sunrise).

8. *Railway Stations.*—No exclusive privileges are granted; railway stations are considered public cab stands.

PARIS.

1. *Cabs* (*Voitures de Place*).—A proprietor wishing to place a cab upon the public streets is required to make a declaration at the Préfecture de Police of his name, address, and place of business; to pay to the "Caisse Municipale" (of the Préfecture de la Seine) the annual hackney-carriage tax of 365 francs, quarterly in advance; and to obtain a permis de circulation (stamp 60 cents.) from the Préfecture de Police. Before the permis is granted, the cab must have been inspected by the police examiners and found to satisfy the requirements laid down by a police order as to construction and fittings. A number is placed upon each cab by a police officer. Information must be sent to the police of any cab ceasing to run. The permis de circulation lasts until worn out by use.

Livery carriages (voitures de remise) are subject to very similar regulations and are allowed to ply in the streets and use the standings provided the hackney-carriage tax is paid and the hackney-carriage tariff adopted.

A better class of cabs was established in 1891 for the use of clubs, hotels, &c. The police number is so fixed as not to be apparent; they are considered to be livery carriages; are hired generally for not less than a complete day and the fares are settled by bargain. The drivers and owners, however, are bound to conform generally to the police regulations. Seven stands, accomodating 61 such cabs, have been appointed. It is believed they are much appreciated.

Once a year or oftener, if deemed necessary, a general inspection is held of cabs, horses, and harness. Cabs found at any time to be in bad condition may be taken to "La fourrière de la Préfecture de Police."

2. *Drivers.*—Cabs may only be driven by drivers holding a certificate of professional capacity, which is granted, if the following conditions are satisfied, without fee:—Applicants for such certificates must be not less than 18 years of age; must produce birth certificate, and two copies of photograph; and must pass an examination in knowledge of their profession, the regulations, and the topography of Paris before a commission composed of a "commis principal," a police official, two proprietors, and three cab drivers.

One photograph is attached to the certificate which also contains a description of the holder. The driver must have his certificate always by him and must produce it on the demand of any officer of the "Force publique"; it may be withdrawn temporarily or absolutely on breach of the regulations, serious or repeated complaints, judicial sentences, or any act detrimental to the public safety, but only after an inquiry by and on the recommendation of a commission composed of three police officials.

A driver may ply his trade when and where he likes; he wears a uniform, and while on the public streets is under the supervision of the police.

The proprietor is required to inform the police within 24 hours when a driver enters or leaves his service and to keep a record of the name, address, and police number of each driver, and the number of the vehicle supplied to him each day.

The system of drivers' apprentices is noticeable. Apprentices must obtain permission from the police and are allowed to ride by the driver's side.

3. *Numbers and Population.*—There is no limitation of either cab or drivers' licences:—

Number of cab licences' -	12,850
Number of drivers' licences	15,000
Population of Paris, 2½ millions.	

Voitures de remise and their drivers are included in these numbers.

The difference between numbers of cab licences and of drivers' licences is due to the fact that some cabs are used continuously night and day.

4. *Relations between Proprietors and Drivers.*—4,800 cabs are owned by two companies, the remainder by small companies, private owners, and drivers' co-operative societies. Police do not interfere in question of payment of cab drivers. When a driver hires a cab an agreement is made between him and the owner as to daily hire which varies according to season; a deposit from the driver being required. What the driver gains over and above the amount of hire constitutes his pay.

5. *Tariff* must not exceed the following scale fixed by the Préfecture de la Seine:—

		Day.	Night.*
		fr. c.	fr. s.
(1.) Within the fortifications:			
2 or 3 seats	any distance - -	1 50	2 25
	the hour - -	2† 0	2 50
4 or 5 seats	any distance - -	1 70	2 50
	the hour - -	2 25†	2 75
(2.) Outside the fortifications:			
2 or 3 seats 4 or 5 seats	the hour -	2 50 2 75	With backfare of 1 franc if discharged outside.

* Night is reckoned from 12.30 a.m. to 6.0 a.m. (summer), 7.0 a.m. (winter).
† Parts of an hour after the first hour are charged proportionately.

Attempts have been made to replace the present tariff by a horo-kilometrique one, but the registering machines tried have not given entirely satisfactory results.

6. *Breaches of Police Regulations* (contraventions) on the part of drivers are reported by the police, and come before "les tribunaux de simple police." The regulations provide that on such reports being made, "administrative measures" may be taken against the drivers without prejudice to judicial proceedings being instituted as well. Breaches of regulations, complaints by passengers (*e.g.*, of refusal to drive, overcharge, or attempted overcharge, abusive language), &c. may be punished, after inquiry by a commission (*see* 2), by reprimand, suspension, or forfeiture of license. As in the case of any other offender, petty offences (délits) are dealt with by a magistrate (tribunaux correctionnels), and crimes by the assize courts.

When a passenger refuses to pay the legal fare, the driver summons a constable (gardien de la paix); if the latter is unable to settle the dispute the affair comes before a magistrate.

A despatch from the Secretary to Her Majesty's Embassy at Paris, laid before Parliament in 1892, says that one brigade of the police (gardiens de la paix), numbering 525 men, is told off to control the carriage traffic of the capital, and to see to the observance of the regulations affecting hackney carriages.

The police regulations for drivers are numerous; the principal are as follows:—A driver must offer a card of his number and tariff to a passenger; must not carry a greater number of passengers than is indicated on the inside of the cab; must not allow anyone but an apprentice to ride on the box beside him without the consent of the passenger; must search his cab for lost property after each journey; must allow no one else to drive his cab; must not race with other cabs; must not ill-treat his horse; must drive at a trot, except at certain specified places; must light the lamp of his cab at sunset, and must keep clean the interior of his cab. Drivers must take rank on the standing according to the order of their arrival, but must take a passenger when requested whatever their rank on the standing; must not leave the standing without permission of the supervising official; must not create a disturbance, or obstruct the traffic by gathering together in groups in the roads or on the footpaths.

7. *Standings*, of which there are 196 in Paris, are under the supervision of officers appointed by the Préfecture de la Seine. The number of cabs assigned to each varies with the local topography and the number of the population.

8. *Railway Stations.*—The privilege of entry is not at the disposal of the company. One or more standings appointed by the police are attached to each station, and to stand on the rank in the railway yards is the right of the first comer, provided that he conforms to the police regulations, and has previously taken his place on the cab stand from which the station cabs are drawn. At the same time the companies can obtain privileged stands for the cabs which they themselves put at the service of travellers, provided that these cabs await the arrival of every train.

ST. PETERSBURG.

1. *Cabs.*—There are three classes of conveyances:—
(i.) Two-horse conveyances, closed and open.
(ii.) One-horse conveyances, hooded, (droshkeys).
(iii.) Open-seated droshkeys (which have been complained of by the public, and will not be allowed to ply for hire in the streets after this year).

Two-horse vehicles are twice a year, and droshkeys and sledges once a year, subjected, with the horse and harness, to a severe inspection by the police. If they pass muster, a brass clamp, with a leaden seal in the centre bearing the date of inspection, is affixed to the vehicle. Each cab also bears in a conspicuous part a number corresponding with that of the ticket of the driver.

A tax of 4 roubles (8*s.*) is payable annually on each two-horse vehicle, of 2 roubles (4*s.*) on each one-horse vehicle. No licences are issued.

The supervision exercised by the police over all public drivers, their vehicles, yards, and stables is very vigilant, fines varying in amount from 1 to 3 roubles (2*s.* to 6*s.*) being imposed for the slightest infringement of the regulations.

2. *Drivers.*—An applicant must satisfy the police that he is not under the age of 18, and that his vehicle, harness, and driver's dress are in a satisfactory condition; his ability to drive is not tested. On obtaining a certificate that these requirements have been satisfied, he receives a stamped tin ticket bearing a number which is renewable annually. Drivers are not infrequently, for incivility, drunkenness, dishonesty, &c., deprived of their tickets and expelled the city.

3. *Number and Population.*—There is no limitation of the number of drivers' tickets which may be issued; 8,196 such tickets have been issued in 1894. The population numbers .

4. *Relations between Proprietors and Drivers.*—The public conveyances are owned by private individuals.

Appendix III

some job masters having as many as 30 to 40 vehicles, with twice that number of horses.

A job master feeds, houses, and pays a fixed salary to each driver in his employment. For the use, however, of the vehicle and horse the driver pays to the owner a fixed sum per diem, which varies according to the season, but averages about 3 roubles (6*s.*). This arrangement is independent of the fixed wage which the driver receives; but if the driver fails to pay the stipulated daily sum a stoppage is made from his wage; he retains, on the other hand, any money he may have earned in excess of that sum.

5. *Tariff.*—There is no tariff of fares, and no registering machine is in use.

6. *Police Regulations.*—Public vehicles are regulated under the rules of the 1st May 1876, laid down by the municipality of St. Petersburg. The only supervision exercised over drivers and their vehicles is that of the police; see under 1.

One-horse vehicles, for which no standings are provided, are allowed to circulate along the streets, where the traffic is not great, in search of fares. They may also ply for hire in two or three of the principal thoroughfares, but must move at a brisk pace or place themselves alongside the pavement in single file. Two-horse vehicles are always stationed on the standings provided for them.

Any attempt on the part of a customer to defraud a driver is dealt with by a magistrate.

There is no special court in which cases connected with cabs are heard. The police authorities generally deal summarily with drivers violating the regulations by the imposition of fines, or in more serious cases by expulsion from the city; see under 1.

7. *Standings.*—Open stands are provided in various parts of the city for two-horse carriages.

There are no standings for the droshkeys; see under 6.

8. *Railway Stations.*—There is no privilege of entry. The police see that the drivers of public vehicles place themselves in rows outside the stations and do not obstruct the roadway.

VIENNA.

1. *Cabs.*—Proprietors pay monthly as a licensing fee 5*s.* for every two-horse cab, 2*s.* 6*d.* for every one-horse cab, but the licences may be taken out in advance for any number of consecutive months on prepayment of the fees. The licences may be revoked by the Industrial authorities (under the Industrial law, see 6 below) on the suggestion of the police or are withdrawn on the cessation of the monthly payments.

There are two classes of cabs, distinguished without difficulty. (1) The Fiaker, 1st class, with two horses. (2) The Einspänner or Comfortabel, 2nd class, with one horse. There is, however, no difference apparent either in the coachman's dress or in the style of the cab. The system of having two horses in first-class cabs is not considered to be a good one, the cab does not travel faster than a London hansom and the system leads to the underfeeding of the horses and the overcharging of the public. There are very few good cab-horses in Vienna, though those used in the single-horse cabs are usually still weaker than those in the fiakers. The single-horse brougham is a very useful cab in winter, and would be more so with a slightly smarter horse, but at present Vienna fashion compels the use of the two-horse brougham by the upper classes. The latter vibrates more than the single-horse cab and wastes more of horseflesh and of the public's money in fares, without attaining any greater degree of utility or comfort. Both classes of cabs look equally shabby in Vienna, owing greatly to the meagre harness and the very ugly dress of the drivers. In summer the same owners send out light victorias instead of broughams, but they cannot be recommended as better than hansoms, for their four wheels cause a most disagreeable rattle on the granite-paved streets of Vienna. Every licensed cab must have its distinct stand to which it is appointed by the police at the time it receives its official number. This number is painted on the back of the cab and on the side lamps.

2. *Drivers* are required to pass an examination in driving and in knowledge of the city districts and streets before an official of the city police and a representative of the cabmen's union. The method of examination is by test driving. The police then issue to the applicant, without fee, a card licensing him to drive. These licences are granted generally without any limitation of time; they are frequently suspended for offences against the byelaws regulating the cab traffic, or for misconduct punished in the police courts, but are only revoked absolutely in the case of repeated offences or when the nature of the misconduct or misdemeanor is such as to affect the general character of the driver.

3. *Number and Population.*—The number of cab licences issued is limited both in accordance with local requirements and with the accommodation afforded by the existing cab stands. There is no limit to the number of drivers' licences which may be granted after test driving.

Number of two-horse cabs	736	1,664.
Number of one-horse cabs	928	
Number of drivers of two-horse cabs	1,200	3,964.
Number of drivers of one-horse cabs	2,764	
Population of Vienna 31st Dec. 1890	364,548.	

4. *Relations between Proprietors and Drivers.*—All the cabs in Vienna are owned by private persons. Each proprietor owns on the average from three to 10, but there are a few with as many as 50. There is no system by which drivers' wages are fixed or regulated, the amount being a matter for private contract between proprietor and driver. It is, however, a first charge on the takings, and may be legally withheld by the driver from the proprietor.

5. *Tariff.*—Vienna is divided into 19 districts for all municipal and police purposes, and cab fares are regulated according as the drive takes place (1) entirely within one district; (2) from one district to another; (3) through a third district. A tariff book or dictionary of fares is published, but the complexity of the system gives rise to confusion and frequent disputes. Fares are somewhat higher than in London; a short drive which would cost 1*s.* in London costing in a fiaker from 1*s.* 6*d.* to 1*s.* 8*d.*, and in an einspänner from 1*s.* 3*d.* to 1*s.* 6*d.* In consequence of the district system, a few yards' drive is often sufficient to add one-third to the charge. An extra charge, amounting to 6*d.*, is allowed for driving to or from a railway station, and is intended to cover the extra risk entailed by the compulsory presence (see 8) of the cab at the station.

There is no machine in use for checking the distance driven or for registering fares.

6. *Police Regulations.*—The cab service in Vienna is controlled by (1) the Fundamental Industrial Law, 1859, and laws amending it; (2) an order of 1891, and an "Official Notice" of 1892, issued under those laws by the Provincial Government of Lower Austria.

Drivers are forbidden, under penalties, either to allow their cabs to stand on places other than those officially reserved as stands, or to loiter about the streets with an empty carriage for hire. When returning, however, to their stand, they may be hailed by passers-by.

Breaches of the regulations are usually dealt with summarily by the police, who possess, in Austria, a power of judicial examination and summary punishment for trivial offences far exceeding that of the police in Great Britain. The Industrial Authorities appointed under the Law of 1859 (see 1), and the Municipal Authorities, have also a power of summary punishment in such cases. Graver offence connected with cabs are sent by the police before the "District Courts," which correspond to the English police courts. There is no special court for dealing with breaches of cab regulations.

Persons who refuse to pay the authorised fare can only be sued civilly for the amount, but the cabman always gives notice to the nearest commissary of police, who has the power of summoning the offending passenger, and pointing out to him in the police station what the proper fare is according to the tariff, and the police see to the prosecution of the cabman's claim without the intervention of counsel on his behalf. Herein lies, perhaps, the only advantage of the present elaborate book of fares, for the police can, in almost every case, demonstrate the truth or falsity of the cabman's claim by an exact use of the dictionary of distances, districts, and streets. If the passenger has never mastered the tariff, the police, at any rate, find in it a clear though complicated method of showing who is in the right.

The present cab system, which has only been in force for two years and a half, is complained of by owners, drivers, and public, and is officially admitted to need revision; there have been no strikes, however, and, owing to the power of summary punishment possessed by the police, the system appears to work smoothly.

7. *Standings.*—In the central district there are 39 stands for two-horse and 35 for one-horse cabs. In the other 18 districts together 28 for two-horse and 98 for one-horse cabs. The number of cabs that can be accommodated varies from 4 to 60. See 1.

8. *Railway Stations.*—Every cab in turn is required to take up its position on one of the railway stands during a certain term of weeks fixed by the chief of police. This privilege, or rather duty, which is allotted to every cab, is a matter that concerns the proprietor only; he is responsible for the appearance of his cab on the appointed railway stand. The railway authorities, private or official, have no direct control over the cabs at stations. For extra charge see 5.

II. Information received in regard to the Cab Services of Dublin, Liverpool, and Leeds.

1. Dublin.

Dublin Castle,
Sir, August 2, 1894.

I am directed by the Chief Commissioner of Police to acknowledge the receipt of your letter of the 28th ultimo, and to forward herewith replies to your queries with reference to the Dublin car and cab system.

It will be seen from the numerical return of hackney proprietors which I attach, that nearly two-thirds of the Dublin vehicles are owned singly and in nearly all these cases the owner is also the driver of the vehicle.

Proprietors here do not hire out their vehicles to drivers at a fixed tariff per day, as in London and other large cities in England.

The tramway system runs through all parts of the city and suburbs. It is cheap and popular, and the competition with the car-owners tends to keep the car fares low.

I send copies of the Official Fare Book, and the popular edition issued to the public.

I am, Sir,
Your obedient Servant,
J. M. Goldsmith,
Secretary.

Malcolm Delevingne, Esq.,
Home Office, London, S.W.

Enclosure 1.

1. The tariff of fares is given at pages 50 and 51 of Fare Book (*see* Enclosure 3.)

2. The General Post Office is situated in about the centre of Dublin, and the tariff of fares is applicable to all places within 10 miles of the Post Office.

3. The tariff is fairly popular with car-owners and the public. About two years ago the Chief Commissioner proposed to increase the tariff, and at the same time to simplify the conditions of hiring, but the majority of car-owners petitioned against the change, and the project was abandoned.

4. The average weekly taking of drivers for owners varies fro n 40*s.* to 50*s.* per week. The drivers' weekly wage is about 14*s.* In many instances, instead of a fixed weekly wage, drivers are paid 25 per cent. of their gross weekly take. The public usually give fares in excess of legal amount, and as drivers retain in most cases the excess of fare, their earnings may be averaged at about 1*l.* per week.

5. Total Hack Cars (2 wheels) - - 1,247
Cabs (4 wheels) - - 761
Population of Dublin Metropolitan District (1891), 352,277.

Licences.

Hack Car - - - - 1*l.* per annum.
Cab - - - - 1*l.* do.
Driver or Conductor, 1st year, 2*s.* 6*d.* do.
Do. subsequent, 1*s.* do.

6. The stands for hackney vehicles at railway termini are on the private premises of the railway companies. Vehicles are admitted in rotation from public stands in the locality. Railway companies make no charge, but withdraw the privilege of admission to the premises from any driver who breaks the rules formulated by the company.

Enclosure 2.

Return of Number of Vehicles (Cabs and Cars) owned by Hackney Proprietors in Dublin.

Number of Proprietors owning—							
One Vehicle.	Two Vehicles.	Three Vehicles.	Four Vehicles.	Five Vehicles.	Six Vehicles.	Over six Vehicles.	Total Number of Proprietors.
726	238	132	38	20	14	9	1,177

Note.—Of the nine proprietors owning more than six vehicles, one has 11, one has 10, four have eight each, and three have seven each.

J. H. Sachot,
Inspector.

Enclosure 3.

Summary of Fares,

Within the Boundary.*

By distance.—For a drive from any place within the Boundary direct to any other place within the same - - - 6*d.*

To be increased to 1*s. if there be more than two persons, or if the hiring terminate between* 10 *p.m. and* 9 *a.m.*

By time.—For one hour or less - - - 1*s.* 6*d.*
For every subsequent half-hour commenced - - - - 6*d.*

To be increased to 2*s. for the first hour and* 9*d. for every subsequent half-hour if the hiring terminate between* 10 *p.m. and* 9 *a.m.*

Without the Boundary.

(Or partly within and without).

By distance.—For each mile going - - - 6*d.*
For each mile returning - - 3*d.*

To be increased to 1*s. for the first mile if there be more than two persons, or if the hiring terminate between* 10 *p.m. and* 9 *a.m.*

By time.—For 10 minutes or less - - - 6*d.*

To be increased to 1*s. if there be more than two persons, or if the hiring terminate between* 10 *p.m. and* 9 *a.m.*

For a subsequent 10 minutes commenced 6*d.*

For a time engagement exceeding 20 minutes :—
First hour - - - - - 2*s.*
Every subsequent half-hour commenced - 9*d.*

Luggage.

(Whether within or without the Boundary).

For each Package - - - - - 2*d.*

No article usually carried in the hand to be deemed luggage.

Note.—Hirer has the option of paying by distance or by time at end of engagement.

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2. Additional Information supplied by the Head Constable of Liverpool in regard to the Liverpool Cab Service. (See Minutes of Evidence, q. 2221–2616.)

(Q. 2255.) The number of hansoms is 353, of four-wheelers 418.

(Q. 2271.) The fee on cab licences is 1*s.*, with 1*s.* annually for renewal. On drivers' licences the fee is 1*s.* 6*d.*, with no charge for renewal.

(Q. 2333.) The prices of forage and the rent of stabling in Liverpool last week averaged as follows, viz. :—

Forage.

Hay, American, from 3*l.* to 3*l.* 15*s.* per ton.
„ English and Irish, from 3*l.* 15*s.* to 5*l.* per ton.
Straw, 4*l.* per ton.
India corn, old flat, 9*s.* to 9*s.* 10*d.* per 240 lbs.
„ old crushed, 10*s.* to 11*s.* 6*d.* per 240 lbs.
Beans, whole foreign, 5*s.* 1*d.* per 100 lbs.
„ split „ 5*s.* 3*d.* „
Oats, English crushed, 6*s.* 8*d.* „
„ Canadian, crushed, 6*s.* „
Bran, Yorkshire white, 5*s.* 4*d.* „
„ Liverpool white, 3*s.* 10*d.* „

* The boundary is the circumference of an irregular circle, the average radius of which is a little less than one mile and a half in length.

Appendix III.

Stabling.

The rent of a coach proprietor's premises would be equivalent to 1*s.* to 1*s.* 6*d.* per stall.

Sublet to small owners the stalls would be from 2*s.* to 3*s.*

(Q. 2357.) The number of cabs privileged is 127, belonging to 12 different owners, and plying at four stations.

(Q. 2537–8.) Railway omnibuses are not licensed as such, but if they ply for hire, outside mere railway work, they have to obtain the usual licence. Formerly several were so licensed, now there are none.

(Q. 2541.) Sixty-four cabs were condemned in 1893.

(Q. 2552.) Two drivers only had their licences suspended in 1893 for soliciting passengers.

Offences by Owners and Drivers of Hackney Carriages during the Year 1893 (showing the Number respectively dealt with by the Magistrates and by the Hackney Carriage Committee.

Nature of Offence.	Total Offences.	Dealt with by	
		Magistrates.	Committee.
By Owners.			
Carriages out of repair	88	23	65
Harness out of repair	1	1	—
Permitting horse to be worked in unfit state	2	1	1
Permitting unlicensed cabs to ply for hire	28	28	—
Employing unlicensed driver	4	4	—
Removing number plates	1	1	—
Refusing to deliver up plates	1	1	—
Refusing to disclose name of driver	1	1	—
Total	126	60	66

Nature of Offence.	Total Offences.	Dealt with by	
		Magistrates.	Committee.
By Drivers.			
No person in charge of horse and cab	151	149	2
Do. do. (driver in public-house).	23	—	23
Furiously or recklessly driving	96	92	4
Drunk whilst in charge of horse and cab	104	77	27
Loitering for hire off the stand (soliciting)	64	62	2
Not wearing badge while driving	25	22	3
Driving on wrong side	17	17	—
Obstruction	17	13	4
Overcharging or refusing to drive	12	—	12
Indecent or disorderly conduct whilst plying.	10	—	10
Working horse in unfit state	8	8	—
Not being in possession of licence, tickets, book of distances, or byelaws.	7	4	3
Neglecting to notify change of abode	6	1	5
Driver not clean or decently attired	5	—	5
Neglecting to examine cab after setting down fare.	5	—	5
Detaining property accidentally left in cab	4	—	4
Permitting unlicensed person to drive cab without owner's consent.	4	—	4
Not taking proper station on the stand	3	3	—
Lamps not lighted	3	3	—
Insufficient space from preceding vehicle	2	2	—
Breach of shelter regulations	1	—	1
Breach of mayor's regulations	1	1	—
Driving across footway	1	1	—
Total	569	455	114

J. W. Nott Bower,
Head Constable.

3. Additional Information supplied by the Head Constable of Leeds. (See Minutes of Evidence, q. 2846–3056.)

1. The number of actual drivers in this city is 318, but there are some licensed to act in emergencies.

2. The hours of drivers are not restricted.

3. The wages of drivers are about 20*s.* per week.

4. The number of cab drivers proceeded against for the year 1893 was as follows, viz.:—

Drunk in charge of cab	10
Demanding more than fare	2
Furious driving cab	2
Refusing to take a fare	1
Negligently driving cab	2
Loitering with cab in street	2
Not being in constant attendance of cab	1
Cruelty to his horse	1
Total	21

5. Cases of persons convicted of refusing to pay cab fares are met by a penalty, the offender being sent to prison in default. *See* extracts quoted from the Leeds Improvement Act.

The offence of "bilking" is met in a similar way.

Each case of refusal to pay is taken on its merits.

8. The number of permanent stands in the city is 20, but there are about 20 others fixed at public grounds, places of amusement, town hall, &c., &c. for special occasions.

9. The limitation number of 159 was simply an idea of the committee at the time; numerous applications have been made since it was fixed some years ago, and although proprietors of first-class vehicles have gone to the trouble to show the committee their "turn-outs," the committee have declined to entertain the application for a licence.

Extract.—Leeds Improvement, 1842.

5 & 6 Vict. c. 104.

Sec. 323.—And be it enacted that if any person shall refuse to pay on demand to any hackney coachman or person the regular fare due to him for the hire or service of any licensed hackney coach or carriage he shall be liable to a penalty not exceeding forty shillings.

Sec. 372.—And for the purpose of providing for the recovery of penalties or forfeitures imposed by this Act or by any byelaw made in pursuance thereof, the recovery of which is not otherwise provided for, be it enacted that every such penalty or forfeiture may be recovered by summary proceeding upon complaint made before any justice, and on the complaint being made to any such justice he shall issue a summons requiring the party complained of, or against, to appear before any two justices on a day and at a time and place to be named in such summons, and every such summons shall be served on the party offending, either in person, or by leaving the same with some inmate at his usual place of abode, and either upon the appearance or upon the default to appear of the party offending, it shall be lawful for the justices to proceed to the hearing of the complaint, and upon proof of the offence, either by the confession of the party complained against, or upon the oath of one credible witness or more, it shall be lawful for the justices to convict the offender, and upon such conviction to adjudge the offender to pay the penalty or forfeiture incurred, as well as such costs attending the conviction as such justices shall think fit.

Sec. 373.—And be it enacted that if forthwith upon any such adjudication as aforesaid the amount of the penalty or forfeiture and of such costs as aforesaid be not paid the amount of such penalty and costs, together with the costs of the distress, shall be levied by distress, and any justice shall issue his warrant of distress accordingly.

Sec. 374.—And be it enacted that it shall be lawful for the justice to order any offender so convicted as aforesaid to be detained and kept in safe custody until return can be conveniently made to the warrant of distress to be issued for levying such penalty or forfeiture and costs, unless the offender give sufficient security by way of recognizance or otherwise, to the satisfaction of the justice, for his appearance before him on the day appointed for such return, such day not being more

than eight days from the time of taking such security, but if before issuing such warrant of distress it shall appear to the justice, by the admission of the offender or otherwise, that no sufficient distress can be had whereon to levy such penalty or forfeiture and costs, he may if he think fit refrain from issuing such warrant of distress, and in such case, or if such warrant shall have been issued, and upon the return thereof such insufficiency as aforesaid shall be made to appear to any justice, then such justice shall by warrant cause such offender to be committed to some gaol or house of correction, there to remain without bail for any term not exceeding three months unless such penalty or forfeiture and costs be sooner paid and satisfied.

Sec. 375.—And with respect to the application of any penalties or forfeitures recovered by virtue of this Act, the application whereof is not herein otherwise provided for, be it enacted that the justices by whom any such penalty or forfeiture shall be imposed, shall award one-half thereof to the informer, and the other half to the treasurer of the city of Leeds in aid of the funds of the said city.

FRED. T. WEBB,
Late 12th R.L., Chief Constable.

III. SUMMARY of REPLIES RECEIVED at NEW SCOTLAND YARD from CITIES and BOROUGHS to CIRCULAR LETTER requesting Information respecting AUTHORITY for LICENSING, LIMITATION of LICENCES, RESTRICTION as to PLYING, COST of LICENCES, RATES of FARES, and MODE of PROCEDURE in CAB CASES.

Borough or City.	Authority by whom Licences are granted.	If a limit placed on Licences.	If authorised to ply at certain Standings only.	Cost of Licences.	Fares chargeable.		If Summons heard in Special Court.
					Per Mile.	Per Hour.	
Abingdon	No licences granted.						
Bath	Council	No	No	3s.	1s.	2s.	No.
Berwick	Urban Authority	No	No	1s.	1s.	2s.	No (Authoritics proceed).
Birkenhead	Police	No	No	2s. 6d.	1s.	2s. 6d.	No.
Birmingham	Police	No	No	5s.	1s.	3s.	No.
Blackburn	Local Authority, Police supervision	No	No	5s.	1s.	2s. 3d.	No.
Blackpool	Town Council, Police supervision	Yes	No	8s. 6d.	1s.	3s.	No.
Bolton	Police	No	No	5s.	1s.	2s. 6d.	No.
Bradford	Corporation	No	Yes	5s.	1s.	2s.	No.
Brighton	Police	No	No	5s.	1s.	2s. 6d.	No.
Bristol	Justices, Police supervision	No	No	10s.	1s.	2s. 6d.	No.
Canterbury	Police	No	Yes	2s. 6d.	1s.	2s. 6d.	No.
Carlisle	Police	No	No	5s.	1s.	2s. 6d.	No.
Chester	Police	No	No	2s. 6d.	1s.	2s. 6d.	No
Chesterfield	Police	No	Yes	5s.	1s.	2s.	No
Colchester	Police	No	No	2s. 6d.	1s.	2s. 6d.	No
Derby	Police	No	Yes	1s.	1s.	2s.	No
Devonport	Commissioners	No	No	20s.	8d.	2s. 6d.	No
Doncaster	Council	No	No	5s. four-wheel. 2s. 6d. two-wheel	1s. for 1½ miles	2s. 3d.	No
Dover	Council, Police supervision	No	No	2s. 6d.	1s.	—	No
Durham	No licences granted.						
Eastbourne	Watch Committee, Police supervision	No	No	5s. new licence only	1s.	3s.	No
Exeter	Council	No	No	1s.	1s.	2s. 6d.	No
Gravesend	Council	No	Yes	5s.	1s.	2s. 6d.	No
Guildford	Police	Yes	Yes	2s. 6d.	1s. 6d.	3s.	No
Halifax	Police	No	Yes	5s.	1s.	2s. 6d.	No
Hartlepool	No licences granted.						
Hastings	Police	No	No	5s.	1s.	2s.	No
Hereford	Police	No	Yes	2s. 6d.	1s.	2s. 6d.	No.
Hove	Police	Yes	Yes	5s. 1st and 2nd Class. 2s. 6d. 3rd and 4th Class	Not stated.		No.

Appendix III.

SUMMARY of Replies—*continued.*

Borough or City.	Authority by whom Licences are granted.	If a limit placed on Licences.	If authorised to ply at certain Standings only.	Cost of Licences.	Fares chargeable.		If Summons heard in Special Court.
					Per Mile.	Per Hour.	
Ipswich	Watch Committee	No	Yes	5*s.*	1*s.*	2*s.* 6*d.*	No.
Kidderminster	Watch Committee	No	No	2*s.* 6*d.*	1*s.*	2*s.* 6*d.*	No.
Leeds	Corporation	Yes	Yes	5*s.*	1*s.*	2*s.* 6*d.*	No.
Leicester	Watch Committee	No	No	2*s.*	1*s.*	2*s.*	No.
Lincoln	Council	No	No	1*s.*	1*s.*	2*s.* 6*d.*	No.
Liverpool	Watch Committee, Police supervision	No	No	1*s.*	Proprietor gives notice.		No.
Macclesfield	Police	No	No	5*s.*	1*s.*	2*s.* 3*d.*	No.
Maidstone			No licences granted.				
Manchester	Police	No	No	5*s.*	9*d.*	2*s.*	No.
Margate	Council	No	Yes	5*s.*	1*s.* 6*d.*	3*s.* 6*d.*	No.
Newcastle	Magistrates	No	No	1*s.*	1*s.*	2*s.* 6*d.*	No.
Northampton	Council, Police supervision	No	Yes	5*s.*	1*s.*	2*s.* 6*d.*	No.
Norwich	Council	No	No	2*s.* 6*d.*	Not stated.		No.
Nottingham	Police	No	Yes	2*s.* 6*d.*	1*s.*	2*s.* 6*d.*	No.
Oxford	Police	No	Yes	2*s.* 6*d.*	Not stated.		No.
Penzance	Council	No	No	5*s.*	8*d.*	2*s.* 6*d.*	No.
Plymouth			*See* Devonport.				
Portsmouth	Police	No	No	5*s.*	1*s.*	2*s.* 6*d.*	No.
Preston	Council, Police supervision	Yes	Yes	5*s.*	1*s.*	4*s.*	No.
Reading	Watch Committee	No	No	5*s.*	1*s.*	2*s.* 6*d.*	No.
Reigate			No licences granted.				
Rochester	Police	No	No	2*s.*	1*s.*	2*s.* 6*d.*	No.
Salford	Police	Yes	Yes	5*s.*	9*d.*	2*s.*	No.
Scarboro'	Corporation	Yes	No	3*s.*	1*s.*	4*s.*	No.
Sheffield	Watch Committee	No	No	2*s.* 6*d.*	1*s.*	2*s.* 6*d.*	No.
Shrewsbury	Council	No	No	5*s.*	1*s.*	—	No.
Southampton	Police	Yes	Yes	5*s.*	1*s.*	—	No.
Stalybridge	Council	No	Yes	5*s.*	By distance.		No.
Stockport	Watch Committee	No	No	2*s.*	9*d.*	2*s.*	No.
Tunbridge Wells	Police	No	Yes	5*s.*	1*s.*	3*s.*	No.
Truro	Special Committee	Yes	Yes	5*s.*	1*s.*	2*s.* 6*d.*	No.
Weymouth	Council, Police supervision	No	No	5*s.*	Not stated.		No.
Windsor	Council	No	Yes	5*s.*	1*s.*	3*s.*	No.
Wolverhampton	Council, Police supervision	Yes	No	5*s.*	1*s.*	2*s.*	No.
Worcester	Council	No	No	5*s.*	By distance.		No.
Yarmouth, Great	Police	No	No	3*s.* 6*d.*	1*s.*	2*s.* 6*d.*	No.
York	Corporation	No	No	2*s.*	1*s.*	2*s.* 6*d.*	No.

APPENDIX IV.

Appendix IV.

1. The FOLLOWING STATEMENT has been FORWARDED to the COMMITTEE in regard to the PRIVILEGE SYSTEM at LIVERPOOL STREET STATION by the GENERAL MANAGER of the GREAT EASTERN RAILWAY COMPANY.

1. It has been in operation very many years, and under it the public convenience and comfort are promoted.

2. It secures to the public arriving at Liverpool Street Station a better class of cab than the ordinary street cab, and a better class of horse.

3. Drivers of cabs under the privilege system are of a better stamp than the drivers of ordinary street cabs, and more control is exerciseable over them.

4. To secure the maximum convenience to the passengers arriving at Liverpool Street, very severe notice is taken of any complaint made of overcharge or want of proper attention to passengers, more especially women and children.

5. The privileged cab drivers, knowing there are nearly always fares to be had at Liverpool Street, are found to return to the station promptly.

6. The company's arrangement for privilege cabs is with Messrs. Frederick Richard Barton Phillips and Tom Brickland, of Mail Yard, Gough Street, Gray's Inn Road, W.C., who are required under the contract to supply on week days at Liverpool Street Station 100

cabs, and keep them handled and conducted in all respects to the satisfaction of the company's superintendent of the line.

7. If the superintendent of the line is of opinion that more than 100 cabs are necessary, he has the power to require such an additional number as may, in his opinion, be reasonable and requisite.

8. The contractors and drivers have to obey and follow all the rules, regulations, and orders of the company.

9. The contractors number the cabs consecutively, the four-wheeled from "1" upwards; the hansoms from "101" upwards. This is required in order that the numbers may be more easily recorded by the police constable at the gates, who takes a record of each cab leaving and its destination, which is useful for the purposes of tracing missing luggage, or in case of complaints of any kind.

10. All cabs bear the proper plate for excise licences, and the contractors' names are legibly painted on them. If any cab should be found without such plate or licence, or without the name of the contractors, a penalty of 20*s.* would be payable to the company without prejudice to any penalty to which the contractors might be liable under the Revenue laws.

11. The contractors are responsible for the conduct of their drivers, and if there be any misconduct or breach of the company's regulations on the part of any driver, he is liable to be visited with such penalties as the superintendent of the line may inflict.

12. The superintendent of the line, or any officer acting under his instructions, has power to summarily eject or remove any driver or other servant of the contractors who may misconduct himself.

13. Any driver or other servant of the contractors who has once been ejected from the yard is not again admitted into it.

14. The company may admit into the station any ordinary street cabs that may be considered necessary for the traffic, over and above the number which the contractors have undertaken to supply.

15. On many occasions during the recent cab strike passengers refused to ride in the ordinary street cabs at the station, saying they were too dirty.

16. During the same period the street cab drivers frequently refused to carry passengers for a long distance.

17. These drivers frequently refused to take "single pins," which means to them a lady with one box.

18. The company's cab inspector had to make complaint to as many as 30 drivers in one day of practices of this kind, and a constable had always to be close at hand to keep them in order.

19. Such drivers seemed unwilling to come into the station until the trains arrived; and entering as they did, all in a hurry, great inconvenience in the working of the station occurred, to the discomfort of the passengers.

20. From the 16th of May to the 13th of June nine hansom street cabs were turned out of the yard for refusing fares, and many more ought to and would have been turned out for the same reason but for the threats that if any more were turned out they would all leave and "boycott" the station.

21. One four-wheeled cab was plying for hire during the strike which had three dark-coloured wheels and one yellow wheel.

22. Under the contract, Messrs. Phillips and Brickland pay the company 4*s.* a week on each privileged cab admitted into the yard.

23. The whole of their cab stock and horses are exceptionally good, all the hansom cabs and most of the four-wheelers having rubber tyres.

24. To regulate the cabs, one inspector, one sergeant, and five constables are employed by the company at a yearly cost of 462*l.*

II. Documents handed in by H. Lambert, Esq., General Manager of the Great Western Railway.

(i.) Summary of Complaints received in regard to the Privileged Cabs at Paddington Station from July 1st, 1891, to June 30th, 1894.

Date.	No. of Cab.	Name of Driver.	Complaint.	How dealt with.
July 1, 1891	—	S.	Refusing to take a gentleman to London Bridge.	Suspended for a week.
„ 27, 1891	—	H.	Drunk while on his cab	„ „
September 10, 1891	—	M.	Overcharging passenger	Dismissed the station.
February 12, 1892	—	B.	„ „	Cautioned.
April 8, 1892	—	B.	Refusing to drive gentleman to Oxford Street.	Suspended for a week.
„ 19, 1892	—	K.	Using bad language	Suspended for a fortnight, fined 5*s.*, apologised to complainant.
May 3, 1892	—	W.	Attempting to overcharge passengers	Severely reprimanded.
„ 21, 1892	—	H.	Overcharging passenger	„ „ and fined 5*s.*
October 26, 1892	—	T.	Horse slow and unsuitable for work.	Horse not to be brought to station again.
„ 18, 1892	—	G.	Incivility and overcharge	Cautioned.
January 17, 1893	—	M.	Using bad language	Suspended for a week.
February 20, 1893	—	F.	Incivility	Cautioned.
August 18, 1893	—	W.	„	Suspended for a week.
November 16, 1893	—	P.	Overcharge and incivility	Dismissed from station.
January 7, 1894	—	H.	Drunk on station and refusing to take a fare.	Suspended for a week.
April 3, 1894	—		Horse unable to travel	Horse not to be brought to station again.

Appendix IV.

(ii.) Specimen Daily Returns handed in to Railway Officials by Privileged Driver at Paddington.

G.W.R.—Daily Report Sheet.

No. of Cab—— 23 July 1894.

Date	Train worked from	Destination.	Description of Luggage.	No. or Name of Porter who attended.
23 July	11.10	Charing Cross	1 box	S——
„	2.20	26, Belgrave Sq.	—	—
„	4.5	110, Piccadilly	—	—
„	6.30	Victoria Station	2 box	16017.
„	8.40	Charing Cross	—	—
„	10.3	Grand Hotel	1 box	—

Driver's Signature W. H.

[*On Back.*]

This sheet is to be given into the cab office every day by twelve o'clock; and every journey made by the cab from the Paddington Station (where luggage is carried) is to be properly entered. Any driver neglecting to fill his sheets up regularly and properly, will make himself liable to be punished.

W. A. Hart,
Superintendent.

G.W.R.—Daily Report Sheet.

No. of Cab —— 23 July 1894.

Date.	Train worked from	Destination.	Description of Luggage.	No. or Name of Porter who attended.
	10.10	Victoria Station	2 packages	—
	11.25	„ „	1 box	17207.
	1.37	13, Berkeley Sq.	3 portmanteaus	T. ——
	2.35	67, Mount Street	5 packages	M. ——
	3.30	79, Flood Street	4 boxes	B. ——
	5.25	70, Cromwell Rd.	1 box	M. ——
	6.30	36, Gordon Place	2 boxes	5790.
	7.40	28, Spring Gdns.	2 packages	S. ——
	10.45	40, K—— Street	—	—

Driver's Signature W. R.

[*On Back.*]

This sheet is to be given into the cab office very day by twelve o'clock; and every journey made by the cab from the Paddington Station (where luggage is carried) is to be properly entered. Any driver neglecting to fill his sheet up regularly and properly, will make himself liable to be punished.

W. A. Hart,
Superintendent.

III. Regulations as to Private Omnibuses for Family Parties travelling by South-Eastern Railway. Handed in by Sir Myles Fenton, General Manager.

The South-Eastern Company provide one-horse omnibuses capable of conveying six persons inside and two outside, and not exceeding six cwt. of luggage, to and from the Charing Cross and Cannon Street Stations.

To avoid disappointment, these vehicles should be engaged beforehand, and should there at any time be more orders than can be executed with the number of vehicles at disposal they will be dealt with according to priority of application.

Parties leaving London requiring to proceed to Charing Cross or Cannon Street Stations from their residences or hotels should give 12 hours' notice, addressed to the station master, Charing Cross, stating the date and the train by which it is intended to leave either of those stations.

Parties intending to proceed to London from country stations should give 24 hours' notice, either at the station from which they will start, or to the station master, Charing Cross, stating the date and the train by which they intend to travel, and the station of arrival, and their destination in London.

Parties travelling to London and desirous to engage an omnibus, but not having previously ordered one, should request the station master at the place of departure to telegraph to Charing Cross Station for an omnibus to be in readiness at the arrival station, when every endeavour will be made to provide one.

The charge for the use of an omnibus within a radius of four miles from Charing Cross will be one shilling per mile, driver included; minimum charge four shillings; but should the address to which the hirer requires the omnibus to go be outside the radius, or should the road be steep, two horses will be employed, and in such case the charge will be at the rate of one shilling and sixpence per mile; minimum, four shillings and sixpence.

An omnibus ordered but not used will be charged for at the minimum rate, four shillings, single horse, and four shillings and sixpence, pair horse.

The drivers are required to give receipts for the fares paid to them.

South-Eastern and London and North Western Railways.—Passengers can be booked through, *viâ* Euston and Charing Cross, or *viâ* Willesden, Kensington, and Waterloo, between the principal stations on the South-Eastern and London and North-Western Railways. The London and North-Western Company's omnibuses run at frequent intervals between Euston and Charing Cross Stations, and passengers holding through tickets are entitled to use the omnibuses free of charge.

South-Eastern and Midland Railways.—Passengers can now book through between principal stations on the South-Eastern Railway and principal stations on the Midland Railway. The Midland Railway Company run a service of omnibuses between the St. Pancras Station, the Midland Grand Hotel, and the Charing Cross Station, London, for the accommodation of passengers travelling between the Midland and South-Eastern railways, and to and from the Midland Grand Hotel. The omnibuses meet the principal trains, and passengers holding through tickets between stations on the Midland and South-Eastern railways are conveyed by the omnibuses free of charge.

Myles Fenton,
General Manager.

London Bridge Station,
1894.

Six omnibuses are in use, and a spare one is usually under repair.

IV. Regulations to be adopted by Owners and Drivers of Hackney Carriages privileged to ply for hire at the Great Northern Railway Station, King's Cross. (Handed in by Sir Henry Oakley, General Manager.)

1st.—That each driver, on entering the station, shall fall into line upon the prescribed stand, and take his place in rotation, and there wait until engaged by an authorised servant of the Company, or by a passenger, for whose use and the use of the Company's officers exclusively such carriages are to enter the station and to remain until required.

2nd.—That no driver be permitted to ply for hire while waiting within the station, either by word, gesture, signal, or otherwise, to the disadvantage of another driver, under pain of dismissal.

3rd.—That on each day every driver shall render an account, in writing, on the prescribed form and duly signed, at the departure lodge, to the hackney carriage inspector or clerks, stating the journeys performed by him from the station, with particulars of luggage, showing number of packages carried, and where delivered.

4th.—That the sum of 40*s.* be deposited by the undersigned owner or driver for each and every of his carriages, with the Superintendent of the Company, as security for the due adherence to these regulations; and any fines which may be inflicted in pursuance

thereof are to be taken from the deposit, unless paid at the time.

5th.—That the sum of 1*s.* 6*d.* per week for each carriage, and 2*d.* each driver for use of mess room, be paid by the undersigned owner or driver to the Superintendent of the Company towards the expense of the attendance of a hackney carriage inspector, clerks, and other *hackney carriage attendants*, to see to the well working of the said carriages.

6th.—That each carriage authorised to be admitted under these regulations shall be inspected and approved by the Superintendent of the Great Northern Railway, or other officer deputed by him to do so prior to its admission; that the body and wheels of each vehicle shall be painted chocolate, picked out with red, according to the authorised pattern, and shall bear on the upper panel on each side the words "Great Northern Railway," and the register number in gold characters; that each carriage shall be provided with iron rails at the back and edge of the roof, for the purpose of placing and securing luggage; and a chain to pass over the several articles placed outside each carriage; and that the carriages shall be constantly maintained or kept in proper repair.

7th.—That every driver, as well as the carriages and horses so employed, shall, if afterwards objected to or disapproved of by the said Superintendent, be immediately removed, and if another more efficient driver, or a better carriage or horse (to the said Superintendent's satisfaction) be not sent within seven days, this contract to be cancelled.

8th.—That it shall be the duty of each driver, when any parcel, package, or other article is left by a passenger in his carriage, to give immediate notice to the hackney carriage inspector or clerks, and deposit such parcel, package, or other article at a police station as required by 16 & 17 Vict., cap. 33, sec. 11.

9th.—That each and every proprietor shall, if required so to do by the Superintendent, immediately dismiss any driver in his employ who may be guilty of any or either of the following irregularities, namely,—

Drunkenness.
Insolence.
Overcharge of fare or luggage.
Refusing to give his route or destination at the gate before leaving the station, for not keeping his rank, for general dirtiness in his attire.
Keeping any parcel, package, or other article, left by a passenger in his carriage, without giving immediate notice to the hackney carriage inspector or clerks on returning to King's Cross passenger station, or without depositing such parcel, package, or other article at a police station according to law.
Or for the breach of any of the regulations in this agreement, not in this rule specifically referred to.

Appendix IV.

10th.—That the hackney carriage owner or driver who becomes party to this agreement agrees to give 14 days' previous notice, in writing, of his desire to discontinue the same, and withdraw his carriages, or forfeit the sum deposited for each carriage, which shall be disposed of for the maintenance of the sick servants of the Company.

HENRY OAKLEY,
General Manager.

King's Cross Station,
May 1893.

I have read over and received a copy of the above "Regulations," as to the working of public vehicles in the King's Cross passenger station; and I hereby undertake to send in _____ carriages, well appointed, and in all respects according to the above "Regulations," to which I agree to abide in full; and in witness thereof I hereto set my hand this _____ day of _____ 189 .

_____

Witness

APPENDIX V.

Appendix V.

(*Reprinted, by permission, from the "Justice of the Peace,"* for 28th April* 1894.)

NEGLIGENCE OF LONDON CABOWNER.

Notwithstanding that cabs, especially in London, constitute the leading working power in passenger traffic, it seems that much legal difficulty has long haunted the application of the law to the cabman and his master. Cases have arisen now and then where the wrong party has been sued in case of injury caused by negligence, and also, the same cases have shown much complication in the arrangements between driver and owner. The horse is sometimes the cabman's own, and the rest of the equipment is borrowed; and often horse and cab are hired for the day; and all varieties of terms are found when making up accounts between hirer and lender, and trying to ascertain the liability. Fortunately, after one or two attempts, the Court of Appeal, in a recent case, has come to a definite understanding about the proper construction of the Metropolitan Hackney Carriage Acts, and this will facilitate the remedy in future cases. The owners of these cabs are found to stand in a peculiar relation to the person driving the cabs which they lend on hire, and as the cabman himself is by no means a desirable defendant in an action for negligence, the conclusion arrived at by the Court of Appeal will be a consolation to travellers in future, who will at once know how to find a responsible person to reckon with.

The Metropolitan Hackney Carriage Act (1 & 2 Will. 4. c. 22.) required owners of hackney carriages to have a licence, and to paint their names on a plate affixed to the carriage. The later Act of 6 & 7 Vict. c. 86. regulated the granting of licences to drivers, and imposed penalties on persons acting as drivers without licences. By section 28 every driver, who, by carelessness, causes damage shall incur a penalty, and the justice, who hears the complaint, may adjudge compensation, and may order the proprietor of such carriage forthwith to pay such sum and costs, which sum and costs may be recovered against the proprietor like a penalty, and he in turn may recover the same against the driver, who may be in default.

The precise bearing of this enactment had not apparently been thoroughly appreciated in the earlier cases, but the Court of Appeal has selected some of those cases for approval, and has condemned one for disapproval. One case which is now held to have been rightly decided was Powles *v.* Hilder, 6 E. & B. 207, where the cabman used to hire the cab and two horses for the day from the proprietor, doing with them very much what he pleased so long as he paid the proprietor each night a sum of 16*s.* One day, the driver having negligently lost the trunk of the passenger, the proprietor was sued for its value and the question was raised whether the proprietor was liable as being the master of the cabman. Lord Campbell, C.J., considered the mutual relations of cabman and owner as quite different from that of a job carriage, where the carriage and horses are driven by the hirer or his servants, and where the hirer became bailee and could in no sense be deemed the servant of the proprietor. His Lordship said that the Acts of Parliament regarded the proprietor and driver of a hackney carriage as standing in the relation of employer and employed or of master and servant, and thus that the remedy can be had against the proprietor. He said it would be most inconvenient and unjust towards the public if an action such as the present brought against the proprietor could be defeated by evidence of a secret agreement between the proprietor and the driver with respect to remuneration of the driver, and with respect to the division of the earnings. The court, therefore, held that the passenger, when injured by the cabman's negligence, might sue the proprietor.

* Question 9197.

Appendix V.

In another case of Venables *v.* Smith, L. R. 2 Q. B. 279, the plaintiff was run over by a cab, and sued the proprietor as the master of the cabman. At the trial it appeared that the driver hired the cab and the use of two horses for a sum of 16*s.* per day. He had no specified time for starting or for returning. One day the cabman had set down his last fare at St. John's Wood, and was returning towards the defendant's stables, near Baker Street. At the end of a street, near the direct course homeward, he remembered that his snuff-box required filling, and there was a good shop only a quarter of a mile out of his way. In deviating to this shop, he ran over plaintiff while driving at a furious pace, and being drunk. For this misconduct, he was charged before a magistrate and sentenced to two months' imprisonment. The plaintiff being seriously injured sued the proprietor of the cab, who, in defence, contended—first, that the driver was not his servant, but was only a bailee; secondly, that if he were a servant, still he was not a servant at the time of the accident, for he was not on his master's business but was on a journey for his own pleasure. The Queen's Bench Division held that the proprietor was liable because the Hackney Carriage Act made it clear, that so far as the public were concerned the cabman was to be treated as the servant of the proprietor. And, if so, then, inasmuch as the cabman was allowed to do what he liked with the cab, so far as consistent with the fair and reasonable use of cab and horse, he was acting at the time within the scope of his authority, and hence the proprietor was rightly held liable for the carelessness of the cabman.

A later case of King *v.* Spurr, 8 Q. B. D. 104, seemed to take a different view of the relation of cabman and proprietor, but as the Court of Appeal has now said that that case laid down bad law, it is not necessary to give much detail. The plaintiff was injured by the cabman's negligence, and he sued the proprietor. The cabman had hired the defendant's cab, but supplied his own horse and harness. The court held that, as the horse was not the defendant's, the cabman could not be treated as a servant of the defendant, and hence judgment was given for the defendant. That is now said to have been a wrong conclusion.

The next important case was that of King *v.* London Improved Cab Company, 23 Q. B. D. 281. The plaintiff had been knocked down by a cab owing to the negligence of the driver, and he sued the defendants, who were the proprietors of the cab. The arrangement between the proprietors and the cabman was that they let out the cab and two horses to the driver, and he paid them 16*s.* a day, whether he earned anything or not. The hiring was day by day, no notice of determining the arrangement being necessary. The only control which the defendants had over him was that they might refuse to let out the cab and horses. The main point relied upon by the plaintiff was that the construction of the Act was such that, whatever was the arrangement between the proprietor and cabman, the latter was to be treated as servant of the former while in possession of the cab and driving. On the other hand, the defendants relied on the common law doctrine of bailor and bailee. The Court of Appeal admitted that the nature of the arrangement between proprietor and cabman did not, at common law, make the cabman the servant of the proprietor, for the proprietor retained no control over the cab and horse and could not interfere with the cabman in his mode of using these. The driver had the sole control. But then the statute 6 & 7 Vict. c. 86. had many sections dealing with the relation between these two parties, and they were all designed to protect the public. Whatever might be said as to a passenger who hired the cab, this was a case in which one of the public, who was passing on the highway, had been injured by the negligence of the cabman. As between the cabman and the proprietors he was made by the statute a servant of the proprietors, and, if so, then it followed that the proprietor would be liable in the same way as a master would be for a servant's negligence.

Another recent case has been thought necessary in order to settle finally the law applicable to injuries caused by London cabmen. In Keen *v.* Henry the plaintiff and defendant were both cab proprietors. A mare belonging to the plaintiff was being driven in the street, when the shaft of a cab driven by a man Posford was violently forced into her side, owing to Posford's negligence, and she shortly afterwards died. The defendant was the registered owner of Posford's cab. An agreement between the defendant and his son had been entered into before the accident, which contained a recital that the son was desirous of renting the cab, for a term of three months, weekly without horses or harness. The son was to supply horses and harness of his own, and was to pay for the hire of the cab 7*s.* weekly, to be paid in advance upon each successive Monday. And whereas the hirer or his servant or servants would have the sole charge and custody of the cab during the continuance of the hiring, it was thereby agreed that he should indemnify and keep indemnified the owner from and against all risks, claims, or loss arising from accident occurring to or caused by the cab, or against all claims for injuries to life limb, or property arising from the carelessness or wilful misbehaviour of the hirer, or his servant or servants. The man Posford, the driver of the cab, was engaged by the son, and not by the defendant, and it was contended by the defendant, who was sued as proprietor, that he was not liable for Posford's negligence. The jury assessed the damages at 25*l.*, and the judge held that, according to the previous cases, the defendant as proprietor of the cab was made liable according to the construction put upon the Act 6 & 7 Vict. c. 86. A new trial was applied for, and it was contended that the case was governed by King *v.* Spurr, which had not been overruled. Consequently, it was necessary for the Court of Appeal once more to decide, as it had done before, that, notwithstanding any arrangement between the cabman and the proprietor or his contractors, the proprietor could not divest himself of his liability as the master. The court repeated what it formerly said as to the effect of the statute as creating this liability. Care was, however, taken to point out that, though by the statute 6 & 7 Vict. c. 86. the defendant was liable, yet there was also a concurrent liability on the part of the master of Posford, namely, the defendant's son, and it was said by the Master of the Rolls that the plaintiff might sue the son also. And, on this occasion, all the Lords Justices expressly added that the case of King *v.* Spurr was overruled.

The result of these cases clearly shows that, whether the cabman supplies his own horse, or a third party supplies both horse and cabman, still the effect of the statute is that the registered proprietor is not divested of his liability. The common law would obviously point to a different conclusion, but a statute can alter the common law, and is held to have done so in this class of cases. And, of course, the public ought to be well satisfied, for the registered proprietor is usually a man of substance, and is capable of giving satisfaction to the person injured by any misuse of the cab, or rather by any negligence of the person driving the cab for the time being.

APPENDIX VI.

I. A.—Return showing the Total Number of Hackney Carriage Standings in the several Police Divisions, and the Total Amount of Accommodation provided.

Division.	Total Number of Standings.	Accommodation provided.	Remarks.
A.	24	314	Hackney carriage standings are appointed on the application of inhabitants, and the recommendation of superintendents of divisions; the parochial authority being first consulted as to the suitability of the place for proposed standing. The proximity of a public-house is not considered in making the appointment. A supplementary return, attached, shows the amount of temporary accommodation provided nightly.
B.	51	465	
C.	27	374	
D.	44	348	
E.	37	822	
F.	51	479	
G.	20	205	
H.	9	88	
J.	23	126	
K.	11	73	
L.	16	163	
M.	13	121	
N.	28	157	
P.	30	174	
R.	23	160	
S.	37	365	
T.	42	268	
V.	29	148	
W.	32	204	
X.	28	214	
Y.	33	256	
Totals -	608	5,524	

Note.—197 of these standings, accommodating 2,531 cabs, are within two miles of Charing Cross. There are also 28 standings in the City of London accommodating 281 cabs.

B.—Return showing the Temporary Accommodation provided nightly for Hackney Carriages in addition to the Number permanently authorised.

	Hackney Carriages.
A or Westminster Division - - -	35
B „ Chelsea „ - - -	290
C „ St. James' „ - - -	387
D „ Marylebone „ - - -	200
E „ Holborn „ - - -	655
Total - -	1,567

C.—Return showing the Streets deemed by Order of the Commissioner to be within the "Special Limits" of the Metropolitan Streets Act, 1867, and the Cab Stands fixed in them.

Name of Street, &c.	No. of Standings, if any.	Accommodation provided.
Cockspur Street - - -	No	Nil
Charing Cross - - - -	No	Nil
Whitehall - - - -	2	17
Whitehall Place - - -	1	21
Parliament Street - - -	No	Nil
King Street - - - -	No	Nil
Great George Street - - -	No	Nil
Bridge Street - - - -	1	6
Victoria Embankment - - -	1	99
Victoria Street - - -	2	23
Cannon Row - - - -	No	Nil
Derby Street - - - -	No	Nil
St. Margaret's Street - -	No	Nil
Parliament Square (south and west sides) - - - -	1	22
Broad Sanctuary - - - -	1	2
Princes Street - - -	No	Nil
Hyde Park Corner - - -	No	Nil
Wellington Place - - -	No	Nil
Knightsbridge, from Wilton Place to Charles Street - - -	No	Nil
Brompton Road, from Sloane Street to Hans Road - - - -	No	Nil
Thurloe Place, from Exhibition Road to Cromwell Place - - -	No	Nil
Sloane Street, from Knightsbridge to Cadogan Place - - -	No	Nil
Wilton Road, from Victoria Street to the entrance to Victoria Station -	No	Nil
Cranbourne Street - - -	No	Nil
Coventry Street - - - -	No	Nil
New Coventry Street - -	No	Nil
Piccadilly - - - - -	3	75
Tichborne Street - - -	No	Nil
Park Lane - - - - -	3	13
New and Old Bond Street - -	No	Nil
Conduit Street - - - -	1	25
Jermyn Street - - - -	No	Nil
Shaftesbury Avenue, from Cambridge Circus to Piccadilly Circus - -	1	25
Charing Cross Road - -	No	Nil
Hamilton Place - - - -	No	Nil
Leicester Square (north side) -	No	Nil
South Molton Street - - -	No	Nil
North Audley Street - - -	No	Nil
South Audley Street - - -	No	Nil
Tottenham Court Road - -	3	29
Marble Arch - - - -	No	Nil
Bow Street - - - -	No	Nil
Wellington Street - - -	1	3
Long Acre - - - -	No	Nil
Great Queen Street - - -	1	4
Little Queen Street - -	No	Nil
Southampton Row - - -	1	20
Chancery Lane - - -	No	Nil
New Street, St. Martin's Lane -	No	Nil
Southampton Buildings - - -	No	Nil
Wych Street - - -	No	Nil
Holborn, from Gray's Inn Road to New Oxford Street - - -	4	47
Strand, from west side of Temple Bar to Charing Cross - - -	2	26
Red Lion Street - - - -	No	Nil
Duncannon Street - - -	1	7
Praed Street - - - -	No	Nil
Westbourne Grove - -	1	3
High Street, Notting Hill - -	No	Nil
Kensington High Street - -	1	6
Harrow Road, Paddington, that part lying between the south-east corner of Paddington Green and the junction of the Edgware Road, a distance of 193 yards - - - -	1	10
Queen's Road, Bayswater - -	No	Nil
Porchester Road, from corner of Bishop's Road to Porchester Square	No	Nil
Church Street, Kensington - -	No	Nil
Cow Cross Street - - -	No	Nil
High Street, Whitechapel, to Church Lane - - - - -	1	14
Westminster Bridge Road, from Bridge Street to Lambeth Lower Marsh - - -	No	Nil
Waterloo Road, between York Road and Lambeth Lower Marsh - -	1	10
York Road - - - -	1	8
Stamford Street - - -	No	Nil
The Headway, Elephant and Castle, Walworth Road - - -	No	Nil
Tooley Street - - - -	1	6
Duke Street to London Bridge -	No	Nil
High Street, Borough - -	No	Nil
Newington Causeway - -	No	Nil
Hampstead Road, from Euston Road to Ampthill Square - -	No	Nil
Grosvenor Place, from Halkin Street to Hyde Park Corner - -	No	Nil
Pall Mall - - -	4	23
Pall Mall East - - -	No	Nil
Northumberland Avenue - -	1	170
Oxford Street - - - -	2	14
Regent Street - - - -	2	19
Great and Little St. Andrew Streets -	No	Nil
St. Martin's Lane and Upper St. Martin's Lane - - -	No	Nil
St. Martin's Place - - -	No	Nil
New Oxford Street - - -	No	Nil
Edgware Road, that part from Hyde Park to Church Street - -	No	Nil
Euston Road - - - -	1	10
London Road - - - -	Nil	Nil
Blackfriars Road - - -	2	21

Appendix VI.

II. Return showing the Number of Shelters, and Accommodation provided.

No.	Situation of Shelter.	Hours open.	Accommodation. Average Number of Men daily.
1	Palace Yard, Westminster	*10 a.m. to 10 p.m.	60
2	Vauxhall Station	9 „ „ 10 „	100
3	Harrow Road, opposite Blomfield Terrace.	10 „ „ 10 „	5
4	Pont Street, Belgrave Square	Day and night	100
5	Hobart Place, Eaton Square	10 a.m. to 10 p.m.	60
6	Maida Vale	11 „ „ 10 „	40
7	Gloucester Gate, Regent's Park	10 „ „ 10 „	30
8	South Kensington	10 „ „ 10 „	40
9	Hampstead	9 „ „ 9 „	25
10	Park Road, Regent's Park	Day and night	100
11	Waterloo Station	9 a.m. to 10 p.m.	100
12	Lincoln's Inn Fields	9 „ „ 8 „	40
13	Midland Street, by Midland Hotel.	Day and night	70
14	Pickering Place, Bayswater	Day and night	100
15	Baker Street Station	Day and night	70
16	Kensington Park Road	11 a.m. to 11 p.m.	60
17	St. George's Square, S.W.	10 „ „ 10 „	30
18	Archer Street, Westbourne Grove.	8 „ „ 11 „	40
19	Holborn Hill	8 „ „ 10 „	100
20	Great Western Railway, Paddington.	10 „ „ 10 „	150
21	Clapham Common	10 „ „ 10 „	15
22	Putney Station	10 „ „ 10 „	20
23	Kennington Church	12 noon to 8 a.m.	40
24	Holland Park, Kensington	11 a.m. to 11 p.m.	50
25	Collingham Bridge, Cromwell Road.	10 „ „ 12 „	180
26	St. Clement Danes' Church, Strand.	Day and night	150
27	Eccleston Bridge, Belgrave Road	12 a.m. to 5 a.m.	100
28	Portland Road Station	Day and night	120
29	Guilford Street, Foundling	9 a.m. to 3 a.m.	100
30	Royal Crescent, Notting Hill	9 „ „ 9 p.m.	50
31	Northumberland Avenue	Day and night	130
32	Knightsbridge	Day and night	120
33	St. James' Square, Pall Mall	Day and night	180
34	Marble Arch	Day and night	100
35	Kensington, opposite De Vere Gardens.	Day and night	70
36	Hyde Park Corner	Day and night	180
37	Piccadilly	Day and night	120
38	Langham Place	Day and night	100
39	Duncannon Street, Charing Cross.	Day and night	170
40	Warwick Road, Maida Vale	9 a.m. to 12 p.m.	100
			3,400

* And day and night when necessary (during Sessions).

The shelters therefore accommodate upwards of 3,400 men daily.

These shelters belong to and are controlled by the "Cabmen's Shelter Fund," who have furnished this information.

There are besides a few shelters in various parts of the Metropolis, instituted and controlled by local committees, but particulars as to their work, &c. cannot be furnished.

III. Analysis of Answers received from the Metropolitan Vestries and District Boards to a Circular Letter requesting their Observations on the Provision of Standings and Shelters in the Streets.

Vestries or District Boards.	Remarks.
Battersea. (V.)	No observations or suggestions.
Bermondsey. (V.)	Provision of standings and shelters of no importance in the district.
Bethnal Green. (V.)	Suggests cab standing at or near the Red Church in Bethnal Green Road. Shelters not necessary at any cab standing in the parish. Advocate extension of radius, or the creation of a new one from some other centre, on account of great increase of inhabitants eastward.
Camberwell. (V.)	Standings and shelters should be under the control of local authority.
Chelsea. (V.)	Appointment and control of standings should be vested in vestries and district boards as highway authorities. Advocate extension of radius by one mile.
Clerkenwell. (V.)	As local authorities are responsible for the roads and drainage, no new cab standings should be appointed without consulting road authorities.
Fulham. (D.B.)	Cab standings and shelters should be under control of local authority.
Greenwich. (D.B.)	—
Hackney. (D.B.)	Suggest provision of another shelter.
Hamlet of Mile End Old Town. (V.)	Standings and shelters, if conveniently placed, are a convenience to the public. The question of the fund out of which the provision of them is to be met raises a large question; the inhabitants of the parish in great part not using cabs, the rates should not be burdened with such provision.
Hammersmith. (V.)	With present radius, existing standings being mostly just outside, are sufficient, cabmen declining to stand there. Advocate extension of radius.
Hampstead. (V.)	At present vestry pave standings, and provide proper drainage. Vestries and district boards should either have stands and shelters under their direct control, or, at all events, a *locus standi* in the determination of the position of stands.
Holborn Local Board.	—
St. Mary, Islington. (V.)	Vestry and its surveyor should be consulted before any stand or shelter is determined upon in the parish.
Kensington. (V.)	Existing arrangements should be continued, but the sites selected for stands or shelters should in all cases be submitted to and approved by the local authority, who should have a right of appeal to the Home Secretary in case of dispute.
Lambeth. (V.)	—
Lewisham. (D.B.)	There are several stands in particular centres which are sanctioned by police, but are paved, swept, and cleansed by the district authority. Shelters have been provided at several stands by private subscription. General opinion is that the management of stands should be in the hands of the board as the local highway and sanitary authority, the cost of paving alone, apart from the daily sweeping and cleansing of the cab stands, being very considerable.
Limehouse. (D.B.)	No observations as to stands or shelters. Suggest extension of radius from Lowell Street, Limehouse, to East India Dock gates for the convenience of the large numbers of persons proceeding to the East and West India Docks.
Newington, St. Mary. (V.)	Additional stands are not required, nor shelters on existing stands.
Paddington. (V.)	Cab stands and shelters should be under the immediate control of the local authorities.

Vestries or District Boards.	Remarks.
Plumstead. (D.B.)	——
Poplar. (D.B.) -	The whole of Poplar is outside the radius. They desire an extension of the radius, and, if that could be granted, a more equal distribution also of cab ranks.
Rotherhithe. (V.)	One stand in parish, but seldom any cabs there.
St. George's, Hanover Square. (V.).	Additional stands and shelters should be provided to prevent annoyance and obstruction caused by crawling cabs. Police should insist more than they do on cabs resorting to the nearest stand. Suggest sites where new stands and shelters might be provided, or the present accommodation for cabs increased.
Southwark. (V.) -	Shelters should be provided where necessary and possible on cab ranks by licensing authority, who should be responsible for their maintenance and superintendence. Advocate introduction of machine for indicating distance traversed and fare to be paid.
St. George's-in-the East. (V.).	No suggestions or observations.
St. Giles's. (D.B.)	More stands required in suitable places in the district. Cab shelters, and a proper water post at each stand, should be provided. Standings and shelters should be under the control of the local authorities.
St. James's, Westminster.	A shelter might, with advantage, be provided in the Haymarket by Panton Street. No further observations.
St. Luke, Middlesex. (V.)	No suggestion.
St. Margaret and St. John, Westminster. (V.).	Pressing necessity exists for a considerable increase in number of stands in order to remedy inconvenience caused by crawling.
St. Martin-in-the-Fields. (V.).	Cab rank desirable in Endell Street, otherwise the standings are amply sufficient. Two shelters in the parish.
St. Marylebone. (V.)	There are sufficient cab stands in the parish, but in the opinion of the vestry there are more cabs than are required by the public.
St. Olave. (D.B.)-	No observations.
St. Pancras. (V.)	Present system of control of stands and shelters by the police has worked well in the parish, and no alteration should be made.
St. Saviour's. (D.B.)	Approve provision of shelters, but no available room for them in the streets in the districts where cab stands exist.
Shoreditch, St. Leonard. (V.).	Cab stand in Great Cambridge Street not used at all. Stand should be placed opposite Shoreditch Church, behind the kiosk, where cabs congregate three or four deep, creating an obstruction.
Strand. (D.B.) -	The limited street space in the district will not permit the provision of any additional stands and shelters. Police should be urged to prevent loitering.
Wandsworth. (D.B.)	Stands and shelters, including the determination of the position and of number of cabs assigned thereto, should be under the control of the vestries and district boards.
Whitechapel. (D.B.)	Two more stands required in the district.
Woolwich. (D.B.)	——

IV. General Rules for Cabmen's Shelters.

(Handed in by W. H. Macnamara, Esq.)

(These Rules are hung up in all the shelters, and are strictly enforced.)

1. This shelter is the property of the Cabmen's Shelter Fund, and is for the use of cab-drivers solely.
2. The drivers of the first two cabs on the rank are not to enter the shelter.
3. No bad language, card playing, or gambling allowed.
4. The attendant in charge is authorised to sell tea, coffee, and bread and butter to the drivers using the shelter only, at prices as per tariff.
5. The attendant is instructed to see that the above rules are strictly kept.

Any complaints as to attendance, quality of refreshments sold, &c., &c., must be made to the Hon. Sec., and will be at once attended to.

The committee appeal to the good sense and feeling of the drivers to help in maintaining the respectability of this shelter, and by every means in their power to prevent its being damaged.

Attendant's Rules.

1. The employment of attendant by the committee of the Cabmen's Shelter Fund is a weekly employment, and may be determined by a week's notice on either side.
2. Only cab-drivers are to be admitted within the shelter.
3. The attendant is to charge for tea, coffee, bread and butter according to the tariff exhibited in the shelter. He is to cook for the drivers anything brought in by them; the charge for which is one penny.
4. The shelter is at all times to be kept very clean and tidy.
5. No notices are to be placed in the shelter without the consent of the committee, nor are any publications or pictures to be received at the shelter without such sanction.
6. Each shelter is to be kept open at the hours fixed upon by the committee.
7. All communications relating to the shelter are to be addressed or made to Mr. Morris, General Superintendent of Cab Shelters, at the office of the Fund.

APPENDIX VII.

Law relating to the Enforcement of Fares by Railway and Tramway Companies.

I.—*Railways.*

8 Vict. cap. 20, s. ciii.—If any person travel or attempt to travel in any carriage of the company, or of any other company or party using the railway, without having previously paid his fare, and with intent to avoid payment thereof, or if any person having paid his fare for a certain distance knowingly and wilfully proceed in any such carriage beyond such distance without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof, or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, every such person shall for every such offence forfeit to the company a sum not exceeding forty shillings.

civ. If any person be discovered either in or after committing or attempting to commit any such offence as in the preceding enactment mentioned, all officers and servants, and other persons on behalf of the company, or such other company or party as aforesaid, and all constables, gaolers, and peace officers may lawfully apprehend and detain such person until he can conveniently be taken before some justice, or until he be otherwise discharged by due course of law.

II.—*Tramways.*

Tramways Act, 1870, 33 & 34 Vict. c. 78, s. 51.—If any person travelling or having travelled in any carriage on any tramway avoids or attempts to avoid payment of his fare, or if any person having paid his fare for a certain distance knowingly and wilfully proceeds in any such carriage beyond such distance, and does not pay the additional fare for the additional distance, or

Appendix VII.

attempts to avoid payment thereof, or if any person knowingly and wilfully refuses or neglects on arriving at the point to which he has paid his fare to quit such carriage, every such person shall for every such offence be liable to a penalty not exceeding forty shillings.

52. It shall be lawful for any officer or servant of the promoters or lessees of any tramway, and all persons called by him to his assistance, to seize and detain any person discovered either in or after committing or attempting to commit any such offence as in the next preceding section is mentioned, and whose name or residence is unknown to such officer or servant, until such person can be conveniently taken before a justice, or until he be otherwise discharged by due course of law.

APPENDIX VIII.

Appendix VIII.

Letters forwarded by Herr Bruhn in regard to the Taxametfr produced before the Committee on June 22nd.

To the Editor of the "Fuhrhalter."

Dresden, April 3, 1894.

Under the full impression of the starting of the new "Taxameter" cabs in our city, I feel bound to communicate to you my experiences and ideas concerning the happy and recent transformation of our cab system, thinking that the observations I have been able to make will be interesting for anyone engaged in this business within the German Empire.

Our city is made the richer by a valuable arrangement which will be a perpetual honour for her, and which puts her in front of many other large towns.

The 40 elegant, light, high-class taxameter cabs which are now available have taken the public by storm, and as much on account of the fine driving (a thing hitherto unusual here) as of the beautiful uniforms of the drivers and first class harnessing of the horses, &c., they are a real ornament to the streets.

This event has infused a new life in our cab system, and even if one refuses to reckon upon a constant average of daily earnings amounting to 25 to 30 marks per cab (which was the amount of my takings on last Sunday) nevertheless, one thing is to my mind certain, viz., the public, either native or foreign, are sick of the slow and hard riding usual hitherto, and greets with energetic and unallayed joy the change brought about in our conveyance system, while this favourable attitude to the novelty is not dictated by a passing fancy of the moment, but by a deep feeling that it has come to give satisfaction to a long-felt want of all the classes of the community, and it is not the new cabs only which awake such great satisfaction; it is the union of the taxameter with the new cabs which has so mightily interested the public, as it puts an end for ever and aye to the eternal quarrels with the drivers, while the new automatic taxameter tariff is highly reasonable, and the fare is calculated according to an unrivalled method.

And what shall I say of the cab owners? The apparatus shows from day to day, for each cab, and with an astonishing accuracy :—

My horse has to-day covered so many kilomètres.
The driver has had so many "fares."
He has taken, and has to give back to me, so many marks and pfennige.

I now wonder how I could until now be content to work my whole business in the old blind way. I shall now consider the matter no longer and have no more cabs without taxameters. Only with their assistance shall I now conduct my business, because it is only with them that I can keep it in order and with economy. And that is for us cab owners the first and foremost consideration, and the primary condition for making ours an extensive and paying trade.

I have now only one more remark to add. I am an independent man, and what I am now writing is the result of my personal conviction, in conformity with the truth, and for the greater advantage of my fellow cab owners in the German Empire. If the taxameter was good for nothing or gave only indifferent results, I would be the last to use a journal for this purpose, but what this apparatus does is actually astonishing for every man who thinks, and for us, *practical*.

(Signed) H. Mansch.

To the Taxameter Works, Messrs. Westendarp and Pieper, Hamburg.

Bremen, February 24, 1894.

Replying to your inquiry of the 22nd inst., I beg to say that the fare indicators made by your firm, and introduced by the Cab Company of this city, have worked so far in a reliable manner, and have been found useful for the public conveyances. Cabs provided with this apparatus are already used with preference by the public, because it removes all ground for quarrelling with the drivers.

(Signed) Rasch,
Director of Police.

(Translation.)

Police Office, Dept. I.—Journal No 1. *F.* 1213.

To the President of the Union of German Cab Owners, Frankfort on-the-Main.

Berlin, April 22, 1894.

In reply to your letter of the 9th of this month, the trials which have been made on the cabs of this town with automatic fare-indicators, made by Westendarp and Pieper, of Hamburg, have been satisfactory. It has been found—leaving aside a few irregularities which have occurred now and then, at first—that the apparatus *is reliable*. Neither is there anything to mention against the capabilities and good workmanship of the same.

The opinions of the cab owners who use the apparatus in their cabs (there are now 137 of them) are thoroughly in its favour, and experience has shown that the public prefers the cabs thus equipped.

The number of the cabs using fare-indicators in Berlin is now 756.

(Signed) Friedheim.

Imperial Police Department.

APPENDIX IX.

Appendix IX.

TABLES showing CHANGES made in the FEES for LICENSES and the TARIFF since 1831.

Act.	Licensing Fees.	Tariff.
1 & 2 Will. 4. c. 22. ss. iii., xv.	For hackney carriages, 5*l.*, and in addition a weekly duty of 10*s.* for every licence.	(1.) *Distance.* *s. d.* Every hackney carriage drawn by *two* horses within and not exceeding one mile - - - - - - 0 For any distance exceeding one mile, after the rate of 6*d.* for every half mile, and for any fractional part of half a mile over and above any number of half miles completed. Every hackney carriage drawn by *one* horse only, two-thirds only of the rates and fares above-mentioned. "Back fares" allowed in certain circumstances. (2.) *Time.* For carriage drawn by *two horses* :— Within and not exceeding 30 minutes - - - 1 0 Above 30 minutes, and not exceeding 45 minutes - - 1 6 Above 45 minutes, and not exceeding 1 hour - - 2 0 Above 1 hour, 6*d.* for every 15 minutes or part of 15 minutes. Every carriage drawn by *one* horse only, two-thirds only of the rates and fares above-mentioned.
6 & 7 Vict. c. 86. s. ix.	Driver of hackney carriage or driver or conductor of metropolitan stage carriages, or waterman, a stamp duty of 5*s.* for every licence.	———
16 & 17 Vict. c. 33. s. iv.	- - - - -	(1.) *Distance.* (1.) Every carriage drawn by *one* horse:— Within and not exceeding one mile - - - 0 6 For any distance exceeding one mile, after the rate of 6*d.* for every mile and for any part of a mile over and above any number of miles completed. If required to stop, 6*d.* for every 15 minutes completed. (2.) *Time.* For any time within and not exceeding one hour - - 2 0 Carriages drawn by two horses, one-third above the rates and fares herein-before mentioned. When more than two persons are carried, one sum of 6*d.* extra is to be paid for the whole hiring, and 2*d.* for every package carried outside. [Back fares abolished.]
16 & 17 Vict. c. 127. s. ii.	Every yearly licence, 1*l.*, and in addition a weekly duty of 7*s.* for a seven-days licence, of 6*s.* for a six-days licence (*i.e.*, Sunday excluded).	SUPPLEMENTARY TO PRECEDING ACT. (1.) *Distance.* For every mile or part of a mile beyond radius provided carriage is discharged beyond radius - - - 1 0 When more than two persons are carried in a one-horse carriage a sum of 6*d.* in addition to the fare is to be paid for each person above two. (2.) *Time.* For every 15 minutes or part of 15 minutes above the hour - 0 6
30&31 Vict. c. 134. s. xxvi.	- - - - -	When hackney carriage is taken from any stand, driver shall be entitled to charge a minimum fare of 1*s.*
32 & 33 Vict. c. 115. s. vi.	Hackney or stage carriage licence, such sum not exceeding 2*l.* 2*s.* a year, as Secretary of State may prescribe. *See* Order below.	———
Secretary of State's Order, 10th March 1871.	Hackney carriage or stage carriage licence, 2*l.*	If hired within Radius :— (1.) *Distance.* Not exceeding two miles - - - - - 1 0 For each mile or part of a mile above two miles - - 0 6 (2.) *Time.* For one hour or less - - - - 2 0* For every 15 minutes or part of 15 minutes above one hour - 0 6*

* In the case of a two-wheeled carriage 2*s.* 6*d.* and 8*d.*

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Act.	Licensing Fees.	Tariff.
Secretary of State's Order—*cont.*	- - - - -	If hired without the four-mile circle, wherever discharged:—

(1.) *Distance.*

	s.	d.
Not exceeding one mile - - - - -	1	0
For each additional mile or part of a mile - - -	1	0

(2.) *Time.*

For one hour or less - - - - -	2	6
For every 15 minutes or part of 15 minutes above one hour	0	8

If hired within but discharged without four-mile circle:—

(1.) *Distance.*

Not exceeding one mile - - - - -	1	0
Exceeding one mile:—		
For each mile ended within circle - - - -	0	6
For each mile ended without circle - - -	1	0
For any part of a mile over - - - -	1	0

(2.) *Time.*

Payment as if carriage hired without circle.

Extra Payments.

For each package carried outside - - - -	0	2
For each person above two - - - -	0	6
For each child under 10 - - - - -	0	3

Waiting.

For every 15 minutes completed:—		
If hired within circle - - - - -	0	6*
If hired without circle - - - - -	0	8

* In the case of a two-wheeled carriage 8*d.*

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ROYAL COMMISSION ON ELECTRICAL COMMUNICATION WITH LIGHTHOUSES AND LIGHT-VESSELS.

THIRD REPORT

OF THE

ROYAL COMMISSION

APPOINTED TO INQUIRE WHAT

LIGHTHOUSES AND LIGHT-VESSELS

IT IS DESIRABLE TO CONNECT WITH THE

TELEGRAPHIC SYSTEM

OF THE

UNITED KINGDOM

BY

ELECTRICAL COMMUNICATION.

Presented to both Houses of Parliament by Command of Her Majesty.

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ROYAL COMMISSION ON ELECTRICAL COMMUNICATION WITH LIGHTHOUSES AND LIGHT-VESSELS.

THIRD REPORT.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

MAY IT PLEASE YOUR MAJESTY,

WE, the undersigned Commissioners, appointed "to inquire and report what "lighthouses and light-vessels it is desirable to connect with the telegraphic system "of the United Kingdom by electrical communication, for the purpose of giving "information of vessels in distress or casualties at sea to places from which assistance "could be sent, and of transmitting storm-warnings, having due regard to the prac-"ticability of establishing and maintaining such communication without impairing the "efficiency of the Light Service, and at a cost bearing a reasonable proportion to "the advantages that might be expected to result; and to suggest the manner in "which such communication should be established wherever it might be recommended," desire humbly to present to Your Majesty a Third Report upon the inquiry entrusted to us.

PRELIMINARY.

In our First Report, made in December 1892, we recommended that electrical communication should be established with five light-vessels (*Goodwin* (*North Sand Head*), *Kentish Knock*, *Shipwash*, *Hasborough*, and *Scarweather*), one pile lighthouse (*Gunfleet*), 19 shore lighthouses, and four lighthouses on islands or isolated rocks (*Caldy*, *Lundy*, *Tuskar*, and *Fastnet*).

When, in March 1894, we issued our Second Report, sufficient progress had not, in our opinion, been made with the connexion of the light-vessels and island and rock lighthouses, mentioned above, to justify us in adding to the list, and we confined our recommendations in that Report to the connexion of further shore lighthouses, with 19 more of which we urged that electrical communication should be established.

Effect has now been given to all the recommendations made in the two Reports which we have already issued, except in the case of the *Scarweather* lightship and *Caldy* and *Fastnet* lighthouses, and we assume that the connexion of these stations will shortly be taken in hand.

We therefore submit a further list of stations which we recommend should be connected with the telegraphic system of the United Kingdom as soon as possible.

Before we deal with this list we desire to make a few observations on the subject of the connexions which have already been effected, and more especially on the connexions with the lightships.

THE METHODS OF ELECTRICAL COMMUNICATION WITH LIGHT-VESSELS.

The system which has been adopted in establishing electrical communication with the four light-vessels which are at present connected with the mainland is, with certain modifications, that known as the "Sunk" system, under which communication was maintained with the *Sunk* lightship from 12th November 1886 to 1st January 1889 with only two interruptions.

The ship is moored by two or more chain cables attached to mushroom anchors and shackled to the lower part of a patent swivel, to the upper end of which are shackled the vessel's two bridle chains. The electric cable on its way from the shore passes through the centre of the swivel and, entering the bow of the ship between the knightheads, is coiled on a drum fitted to a revolving frame placed between decks, by means of which turns made in the cable when the lightship swings round with the change of tide can be taken out.

This system permits of the free use of the telephone, which in our opinion is an important advantage.

Since we issued our Second Report we have considered some further inventions for establishing electrical communication with light-vessels, but we still consider that the "Sunk" is the best system of continuous connexion which has yet been brought to our notice.

At the same time we think it is desirable that a trial should be given to a system of communication by induction, in order that we may be able to judge, before we issue our final Report, whether such a system can be used under conditions (*e.g.* in deep water and over a rough bottom) which render the establishment of electrical communication with light-vessels by means of the "Sunk" system a matter of very great difficulty.

Working of the Electric Cables to the Light-vessels and Outlying Lighthouses which have been connected.

Electrical communication was established with the *Kentish Knock* light-vessel on the 14th March 1894, and between that date and the 31st December 1894 communication was interrupted on four occasions. Two, at least, of these interruptions appear to have been caused by want of experience on board in the management of the electric cable, and we anticipate that interruptions arising from this cause will tend to become fewer as time goes on.

The *Goodwin* (*North Sand Head*) light-vessel was connected with the mainland on the 24th March 1894, and between that date and the 31st December 1894, communication was interrupted on two occasions. We visited this vessel on the 4th August last, and it was then apparent to us that the veering (electric) cable would not much longer stand the wear caused by the strong tidal action. The strength of the tide at this place is sufficient to sweep the bottom clean, and consequently the veering (electric) cable is constantly being threshed upon the hard bed of the sea.

The anticipations which we formed on the occasion of our visit to the lightship were realised on the 26th August, when the veering (electric) cable had to be taken up for renewal. Communication was restored the same day.

Communication was interrupted for the second time on the 3rd September, and was restored on the 15th September. The second interruption was caused by one of the vessel's mooring chains giving way, and cannot, therefore, be attributed to any defect in the system of electrical communication which has been adopted.

The *Hasborough* light-vessel was connected on 2nd October 1894, and the *Shipwash* light-vessel on 17th November 1894. No interruption in the communication established with these vessels had occurred up to 31st December 1894, although some defects had from time to time become apparent.

The record of the interruptions in the connexions with the *Kentish Knock* and *Goodwin* light-vessels does not, it will be observed, compare favourably with that of the interruptions in the communication established with the *Sunk* light-vessel during the period from November 1886 to January 1889, to which reference has been made, but we consider that an explanation of this can be found in the fact that by November 1886 the crew of the *Sunk* had acquired considerable experience in the management of the electric gear, as their ship was first connected in December 1884.

This experience was only obtained after several interruptions had occurred in the working of the electric cable, and we find that the number of occasions upon which communication with the *Sunk* was interrupted during the first nine months is greater than in the cases of the *Kentish Knock* and *Goodwin* lightships during the like period. We anticipate, therefore, as we have previously mentioned, that as the crews of the light-vessels become more experienced in the management of the electric cables, and the other apparatus by which the connexions are effected, the interruptions will tend to become fewer.

No difficulty has arisen in regard to the connexion with the *Gunfleet* pile lighthouse, which was effected on the 2nd October 1893, or to the connexion with the *Tuskar* lighthouse, which was completed on the 10th September 1894.

As regards the cable to the *Lundy* lighthouse, the extension to which dates from the 18th July 1893, a new shore end had to be inserted in September 1894, the original cable having become chafed at the part where it was landed on the island.

The *Fastnet* lighthouse, at which we recommended that a non-continuous cable should be used, has, as we have already stated, not yet been connected.

Use made of the Connexions which have been effected.

We have obtained from the General Lighthouse Authorities returns showing the occasions upon which use, for the purpose of giving information regarding vessels in distress, has been made of the electrical communication now established on our recommendation with light-vessels and lighthouses round the coasts of the United Kingdom.

From these returns, which will be found in Appendix A. to this Report, it will be seen that, up to the close of the year 1894, use, for the purpose stated, had been made of the electrical communication with the—

Kentish Knock light-vessel (connected 14th March 1894), on 6 occasions.

Goodwin (*North Sand Head*) light-vessel (connected 24th March 1894), on 9 occasions.

Hasborough light-vessel (connected 2nd October 1894), on 2 occasions.
Shipwash light-vessel (connected 17th November 1894), on 1 occasion.
Gunfleet pile lighthouse (connected 2nd October 1893), on 19 occasions.

No use for life-saving purposes had been made of the cables to the *Lundy* lighthouse (connected 18th July 1893) and the *Tuskar* lighthouse (connected 10th September 1894).

As regards shore lighthouses, use had been made of the electrical communication for such purposes with the—

Start Point	lighthouse	on 4	occasions.
Needles	„	„ 3	„
South Stack	„	„ 2	„
Nash	lighthouses	„ 2	„
Bull Point	lighthouse	„ 1	occasion.
Point of Ayre	„	„ 1	„
Douglas Head	„	„ 1	„
Hook Point	„	„ 1	„

For many years past there has been in use on board light-vessels a system of signalling to the shore and to passing ships whenever any vessel has been seen to be standing into danger or to be in want of assistance, and this system is being, and will be, continued by the Lighthouse Authorities concurrently with the new system of electrical communication. In the cases referred to in Appendix B., the light-vessels (*Goodwin* (*North Sand Head*), *Kentish Knock*, *Hasborough*, *and Shipwash*) used their gun, rocket, or flag signals, while at the same time they telephoned more ample information to the shore.

We are satisfied that the telephonic connexions which have been established with lighthouses and light-vessels have added in a very important degree to the effectiveness of the machinery which exists on our coasts for the purpose of rendering aid to vessels in distress and of saving their crews from the perils of the sea, and we consider that a perusal of the extracts from the logs of the *Kentish Knock* and *Goodwin* lightships and the *Gunfleet* lighthouse, which are given in Appendix A., will show very forcibly the advantage which electrical communication possesses over communication by ordinary signals in affording full details regarding endangered ships. It enables the lighthouse keepers and the crews of the light-vessels to give, in all weathers, precise particulars not only of the position of ships in distress but also of the nature and amount of assistance required to save them or their crews, and to prevent a lifeboat being sent out when only a tug or the rocket apparatus can be of any use, while, in the absence of such communication, details of this nature can only be given by means of visual and sound signals, which do not afford such exact information, and which are distinguishable even under favourable circumstances at a very limited distance.

From the records contained in Appendix A. it will be seen that the *Kentish Knock* and *Hasborough* light-vessels and the *Start* lighthouse had occasion to summon tugs, while the *Nash* lighthouses were enabled to send for the rocket apparatus, by means of which three lives were saved.

Recommendations.

I. We recommend that the *Formby* light-vessel be connected with the mainland as soon as possible by the system known as the "Sunk" system, which we have already explained.

The *Formby* light-vessel is the middle one of the three lightships in Liverpool Bay which mark the Queen's Channel, the main entrance to the Mersey, and commands a good view over the places where a large number of casualties occur, viz., the west points of Taylor's Bank and Burbo Bank. The loss of life in the neighbourhood of the *Formby* lightship during the past few years has been heavy. The light-vessel lies in 6 fathoms of water over a bottom of sand and mud, and it is anticipated that the connexion will not be a difficult one to effect and maintain. She is $3\frac{1}{2}$ (nautical) miles distant from the land at Formby Point.

In consequence of representations which were made to us regarding the necessity for electrical communication with certain of the lighthouses and light-vessels in the neighbourhood of Liverpool, we visited that city for the second time in August last, and by the courtesy of the Mersey Docks and Harbour Board were enabled to make a thorough inspection of those stations.

The Mersey Docks and Harbour Board have for some time past maintained telegraphic communication between their office in Liverpool and the following lighthouses which are under their control: *Crosby*, *Bidston*, *Hoylake*, *Great Ormes Head*, and

Lynus; but their arrangements did not admit of communication being held at night. Since the date of our visit, however, the General Post Office have, we understand, made certain connexions which will allow of information of vessels in distress being sent at all times from the chief look-out points in the neighbourhood to the Lifeboat or other authorities by whom help can be rendered, and, with the view of increasing the utility of these connexions, we have included *Bidston* lighthouse in the list of shore lighthouses with which we recommend that electrical communication be established.

II. We recommend that the *Maplin* pile lighthouse be connected with the mainland.

This lighthouse is situated on the outer edge of the Maplin Sand which runs for several miles along the coast of Essex from Shoeburyness northwards. It is distant from the nearest coast about five miles and has a good look-out over Foulness Sand, Maplin Sands, Mouse Sand, Barrow Sand, and other smaller shoals at the north approach to the mouth of the Thames. It is 15 (nautical) miles south-west of the *Gunfleet* pile lighthouse, which is already connected, and these two lighthouses command a good view of most of the inner shoals to the north of the entrance to the Thames, upon which a very considerable number of casualties to vessels have occurred during recent years.

The bottom between the lighthouse and the shore being of sand and mud is favourable for a cable.

There are two keepers always stationed at this lighthouse, and there is room for a third, if necessary.

III. We recommend that the *Smalls* lighthouse be connected with the mainland by means of a continuous cable.

The *Smalls* lighthouse stands on a rock 15 (nautical) miles west of the coast of Wales. It guards the Hats and Barrels Rocks, past which strong tidal currents run, and commands a view over the south-east entrance to St. George's Channel, the south-west entrance to which is commanded by the *Tuskar* lighthouse, which has already been connected. There is a large passing trade, and casualties to vessels involving loss of life have occurred near the lighthouse of late years.

The desirability of connecting the *Eddystone* lighthouse with the mainland has been strongly urged on commercial and other grounds, and the recommendation to this effect of the Court of Inquiry into the stranding of the "Dunottar Castle" in August last has been brought to our notice.

The *Eddystone* occupies a very important position as a guiding mark for ships navigating the English Channel, but there are no outlying shoals or rocks beyond a distance of 400 yards from the lighthouse, and only two strandings on these rocks, including that of the "Dunottar Castle," have been reported during the last 12 years, no lives being lost in either case.

In the case of the "Dunottar Castle," under different conditions of tide and weather, there might have been heavy loss of life which electrical communication with the shore might have averted, but the chances of casualties occurring on the *Eddystone* being small the terms of the Royal Warrant by which we were appointed appear to preclude our recommending its connexion, the cost of which is estimated at about 2,600*l.*

Since the issue of our last Report the telegraph cable between *Tory Island* and the coast of Donegal has been taken over from the Committee of Lloyds by the Government.

IV. We recommend that electrical communication by means of aërial wires be established without delay with the following shore lighthouses, viz., *Little Ross*, *Bidston*, and *Llanddwyn*.

V. *Storm-warning Signals.*—We find that, with the exception of certain of Lloyds' signal stations, the places at which storm-warning signals are at present displayed are chiefly ports and harbours, and not prominent headlands on the coast.

The signals are of use, therefore, rather to vessels leaving the places at which they are exhibited than to the general passing trade, to which at many parts of the coast no warning of the approach of bad weather is afforded.

We consider that the value of the warning conveyed to passing vessels by the display of storm signals on the occasion of the approach of heavy gales can scarcely be over-estimated, and we recommend that the lighthouses on the most prominent points of the coasts of the United Kingdom, with which electrical communication exists, should be made storm-warning stations.

The following are the lighthouses which we have selected: *Anvil Point, Gunfleet, Orfordness, Souter Point, Montrose (Scurdy Ness), Girdleness, Tarbet Ness, Cantick, Fair Isle (North End), Cape Wrath, Ru Stoer, Mull of Cantyre, Corsewall, Mull of Galloway, Point of Ayre, Lynus, South Stack, Nash, Bull Point, Hartland Point, Galley Head, Minehead (Dungarvan), Tuskar, Tory Island, and Loop Head.*

As all lighthouses are provided with signal masts, the only materials which will have to be supplied to the lighthouses at which we recommend that storm-warning signals be displayed will be the canvas cones by which the signals are made. We understand that it is the practice of the Meteorological Office to supply these cones and also to bear the cost of the warning telegrams sent to the various stations at which the signals are to be hoisted.

The average annual cost of the warning telegrams for each station may be roughly estimated at 1*l.* Excluding, therefore, the cost of the cones, which will be inconsiderable, the annual expense of arranging for storm-warning signals to be displayed at the 25 lighthouses which we have mentioned will, we estimate, be about 25*l.*

Schedule of Recommendations.

1. Electrical communication to be established with the following light stations:—

(a.) *Light Vessel.*

Name.	To be connected by Telephone with	Cost of Cable and Laying.	Cost of Land Line.	Total Cost.
		£	£	£
Formby	Crosby Lighthouse	1,675	55	1,730

(b.) *Pile Lighthouse.*

Name.	To be connected by Telephone with	Cost of Cable and Laying.	Cost of Land Line.	Total Cost.
		£	£	£
Maplin	Southend P. O.	1,505	470	1,975

(c.) *Rock Lighthouse.*

Name.	To be connected by Telephone with	Cost of Cable and Laying.	Cost of Land Line.	Total Cost.
		£	£	£
Smalls	Littlehaven C. G. S.	4,380	40	4,420 *
	Littlehaven C. G. S. to Pembroke Dock.	—	180	180 *
			Total	4,600

* This estimate provides for looping in Littlehaven C. G. S. on the Pembroke Dock—St. Ann's Head Admiralty circuit.

(d.) *Shore Lighthouses.*

Name.	To be connected by Telephone with	Estimated Cost (approximate).	Remarks.
		£	
Little Ross	Borgue, P.O.	200	
Bidston	New Brighton Ferry Stage	80	
Llanddwyn	Newborough P. O.	—	The connexion of this Lighthouse has already been effected.
	Total	280	

The total approximate cost of giving effect to the above recommendations is therefore 8,585*l.*

2. Storm-warning signals to be displayed at the following lighthouses :—

Anvil Point.	Mull of Galloway.
Gunfleet.	Point of Ayre
Orfordness.	Lynus.
Souter Point.	South Stack.
Montrose (Scurdy Ness).	Nash.
Girdleness.	Bull Point.
Tarbet Ness.	Hartland Point.
Cantick.	Galley Head.
Fair Isle (North End).	Minehead (Dungarvan).
Cape Wrath.	Tuskar.
Ru Stoer.	Tory Island.
Mull of Cantyre.	Loop Head.
Corsewall.	

£

Estimated annual cost (approximate) of providing for the display of storm-warning signals at the above lighthouses - - - - 25

Concluding Remarks.

Our tours of inspection during last summer were confined to a visit to the *Goodwin (North Sand Head)* lightship, and to the lighthouses and light-vessels near Liverpool. To these expeditions we have already referred in the course of this Report. From Liverpool we proceeded along the north coast of Wales, and inspected the *Great Ormes Head*, *Lynus*, and *Skerries* lighthouses.

It has been represented to us that we should visit Denmark and inspect the system of electrical communication with island lighthouses, and between shore lighthouses, signal stations, and life-saving stations, which exists in that country.

We regard it as highly desirable that, before we conclude our inquiry, we should investigate the system existing in a country where electrical communication with lighthouses has been established for some years, in order that we may be able to take advantage of any arrangements which experience may have suggested, and as Denmark seems to us to be the country in which we are likely to learn most, and the permission of the Danish Government has been granted, we propose to proceed thither during the ensuing summer and inquire into the working of the system in that country.

We shall then, we trust, be in a position to prepare the way for our final Report.

All which we submit for Your Majesty's gracious consideration.

(Signed) MOUNT-EDGCUMBE (Chairman).
HENRY LYLE MULHOLLAND.
EDWARD BIRKBECK.
F. L. M'CLINTOCK.
G. S. NARES.
J. C. LAMB.
W. H. PREECE.
JOHN A. KEMPE.
R. MUNRO-FERGUSON.

(Signed) Ernest G. Moggridge,
Secretary.

26th April 1895.

APPENDIX A.

STATEMENT showing the USE, for the purpose of giving INFORMATION regarding VESSELS in DISTRESS, which has been made of the ELECTRICAL COMMUNICATION established, on the recommendation of the ROYAL COMMISSION, between LIGHT-VESSELS and LIGHTHOUSES and the GENERAL TELEGRAPHIC SYSTEM of the UNITED KINGDOM.

The Statement is compiled mainly from extracts from the Logs of the respective Light Stations, and covers the periods from the dates upon which the stations were connected to the close of the year 1894.

KENTISH KNOCK LIGHT-VESSEL (connected on 14th March 1894).

21*st April* 1894.—4.40 a.m. Hoisted signal JD ("You "are standing into danger"), and fired three guns for a ship standing for Knock Sand.

4.50 a.m. Made her out to be ashore, bearing W. by S. No distress signals flying. Hoisted signal HVG ("Do you require immediate assistance?").

4.55 a.m. Sent following message by telephone to Coastguard at Kingsgate:—"A large four-mast ship "ashore on Kentish Knock Sand, bearing W. by S. "from me, showing no distress signal. I have signals "up asking if she requires assistance. Has made me "no answer yet." Wind N.E. Force No. 3.

5.5 a.m. Ramsgate smack spoke me. Told him I was firing to draw ship's attention to my signals.

As no notice taken of above signal, altered it at 6.30 a.m. to DVKW ("Shall I send you a steam tug"). Fired three guns to draw his attention, making six in all, but got no reply from him.

7.45 a.m. Reported to Kingsgate vessel still ashore.

9.0 a.m. Hauled signals down.

9.55 a.m. Vessel floated without assistance, and proceeded to the S.W.

10.0 a.m. Reported same to Kingsgate.

9*th May*.—9.0 p.m. Wind W.S.W.; force 3; weather, overcast, rain.

9.35 p.m. Watch reported saw a green rocket bearing S.W. by W. westerly.

9.40 p.m. Sent following message to Kingsgate:—"Saw a green rocket bearing S.W. by W. westerly. "Has Margate seen anything?" Received answer:—"No."

Coastguard officer and myself did not think it advisable as weather was fine, to summon any lifeboat, unless we saw something more than the one rocket above mentioned.

10.10 p.m. Saw a large white flare bearing W.S.W. lasting for a period of five minutes.

10.15 p.m. Sent following message to Kingsgate:—"Large white flare burning in bearings W.S.W. for a "period of five minutes." We then decided to summon assistance.

10.15 p.m. Commenced firing one gun, one rocket, repeated at 10 minutes as per instructions.

10.25 p.m. Answered by *Longsand* lightship we discontinued.

10.45 p.m. Message from Kingsgate:—"All efforts "to float Ramsgate lifeboat unavailing. Shall I send "Broadstairs?"

10.50 p.m. Message to Kingsgate:—"*Gunfleet* (lighthouse) has answered *Sunk* (lightship), and in "all probability reported to Walton by telephone. "Shall leave it to your discretion."

(*Reference to the extracts from the log of the Gunfleet lighthouse for this date (page 12) shows that the visual signals made by the Kentish Knock light-vessel were passed on by the Longsand and Sunk Light-vessels to the Gunfleet lighthouse keepers, who telephoned to Walton. From Appendix B. it will be seen that three lifeboats went out, but that they did not find any vessel in distress.*)

10*th May*.—8.0 a.m. Message sent to Kingsgate:—"Saw nothing ashore at daylight."

29*th July*.—4.30 a.m. Message sent to Kingsgate:—"A three-mast schooner apparently ashore, bearing N. "by W. ½ W., no distress signals flying. I have asked "him if he required assistance. Made no answer yet." Wind, E.S.E.; force 3; weather, blue sky, cloudy. 8 a.m. It came on misty, and sight of the schooner was lost.

24*th August*.—11.20 p.m. Message to Kingsgate:—"A large flare seen bearing W. ½ S. from us, burning "for 15 minutes; afterwards a bright steady light "showing."

25*th August*.—12.2 a.m. Reported the *Sunk* light-vessel had answered by firing signals.

Kingsgate reported to Ramsgate. Wind N.E. by E.; force 5; weather, blue sky, cloudy.

2.17 a.m. Message received from Kingsgate saying the tug with Margate lifeboat in tow was coming off to us.

Message sent to Kingsgate:—"Daylight, could not see anything ashore."

(*From Appendix B. it will be seen that the lifeboat was unable to find any vessel in distress.*)

8*th September*.—Message sent to Kingsgate at 11 p.m. that I had seen six rockets of different colours fired, bearing N.W. by N.

Message received from Kingsgate asking whether they should send lifeboat out. Would await my order to do so.

Message sent to Kingsgate 11.30 p.m. that I had been answered to my firing by the *Longsand* light-vessel; also asked them to telegraph to Walton.

9*th September*.—Message received from Kingsgate asking for the particulars of last night, which I sent in reply.

9*th December*.—0.50 a.m. Message sent to Kingsgate:—"Barque ashore on Knock Sand, bearing W. by "N. from us. No assistance required at present. Will "communicate later if asistance required."

9.25 a.m. Message sent to Kingsgate:—"Send tug "to assistance of barque ashore on Knock."

8.10 p.m. Message received from Kingsgate:—"Tug "left Gravesend just before 1.0 p.m."

(*This vessel, a barque of* 1,200 *tons, grounded on the Kentish Knock Sand, and the master communicated with the Kentish Knock light-vessel, asking for a tug to be sent. The barque was ultimately towed off the Sand on the* 10*th December by two tugs without having apparently sustained any very serious damage.*)

GOODWIN (NORTH SAND HEAD) LIGHT-VESSEL (connected on 24th March 1894).

29*th March* 1894.—4.35. p.m. Called Coastguard Station that a schooner was on Goodwin Sands bearing S.W. ½ W. Fired four guns (4.40 p.m. to 5.0 p.m.) Ceased on hearing by telephone that tug and lifeboat had left Ramsgate. Wind, E.; force 2; weather, blue sky.

5.30 p.m. Tug and lifeboat with schooner.

(*From Appendix B. it will be seen that the services of the lifeboat were not accepted by the schooner.*)

3*rd May*.—6.55 a.m. Saw a schooner on the Sand, bearing S.W. by S. southerly. Telephoned to the Coastguard Station and Ramsgate Post Office, and fired five guns at intervals of five minutes. Saw the lifeboat coming; ceased firing. Wind, W.S.W.; force 4; weather, overcast, drizzle.

7.20 a.m. Schooner came off.

8.50 a.m. Two lifeboats got there and turned back again. (*This case is referred to in Appendix B.*)

9*th May*.—10.50 p.m. Message from Coastguard Station:—"Do you see any distress signals anywhere?" Answer:—"Yes, one just gone up from the *Tongue* light-vessel."

27*th May*.—1.10 p.m. A barquantine, timber laden, stood towards us from the eastward on starboard tack. Wind N.E. by N., strong, and heavy rain; land visible at and about North Foreland; tide easy, going S.S.W., about two hours flood. When about a cable distance astern of us, she bore up, steering for inner part of the Sand. Directly hoisted JD ("You are standing into danger.") No notice being taken, fired three warning

guns. The vessel still running into danger, fired two more "five-minute guns." 1.10 p.m. Warned Coastguard by telephone before firing warning guns to "stand by"; at 1.30 to call harbour master, also Post Office. Coastguard told Broadstairs, which boat being to windward was quickly launched. Wind, N.E. by N.; force 6; weather, overcast, rain.

1.30 to 1.35 p.m. Vessel became obscured for a short time.

Telephoned to Coastguard and Ramsgate Post Office that a vessel was on the Goodwin bearing S.W. by W. Inform harbour master. Saw lifeboat near stranded vessel at 2.40 p.m.

(*From Appendix B. it will be seen that the Broadstairs lifeboat assisted to save the vessel and nine lives.*)

9th July.—The crew of a smack which had been run down were put on board the *Goodwin* (*North Sand Head*) lightship on the 8th July, and were brought into Ramsgate on the 9th July, a message through the telephone having been sent from the lightship to the harbour master at Ramsgate.

24th July.—At 9.45 a.m. the *Goodwin* (*North Sand Head*) lightship fired a gun, and a message was received at Ramsgate from the lightship stating that a barque was ashore S.W. ½ W. from her. The lifeboat was manned, and taken in tow by the tug, and both proceeded out, the *Goodwin's* fourth gun being heard as they passed out between the piers. Later on, about noon, the barque was observed in tow of the tug, with the lifeboat in attendance, proceeding through the Gull Stream.

In this case the telephonic message was sent immediately before firing, but, as is usual at Ramsgate, the lifeboat was manned on hearing the second gun, and consequently before the message, which has to be carried by hand, had reached the harbour master. (*This case is referred to in Appendix B.*)

14th October.—The *Goodwin* lightship called out the lifeboat at 5.45 a.m., first sending a message through the telephone and immediately afterwards firing her guns. Of these she fired four, until assured by telephone that the lifeboat was being manned.

The *Gull* lightship also fired 10 guns, beginning to fire just before the *Goodwin*, and continued later because the weather being hazy, she was unable to see when assistance had been sent.

The guns were heard on the pier from the first, but the harbour master acted upon the message sent to him through the telephone.

The vessel for whom the signals were made proved to be a Dutch pilot schooner, who was ashore on the N.E. part of the Sands, and who floated off as the tide rose, and was towed into Ramsgate by the harbour tug.

The lifeboats from Broadstairs, Ramsgate, Deal, Walmer, and Kingsdown were in attendance.

The account of this incident, as given in the log of the Goodwin light-vessel, is as follows:—

5.50 a.m. Message to Coastguard Station:—"We "can see a vessel on the Goodwin Sand bearing S.S.W. "We can only see a dark object at present. I am "going to fire." Wind, N.N.E.; force 5; weather, cloudy, passing showers, drizzle.

Answer from Coastguard and Post Office:—"All "right I will call harbour master."

6.10 a.m. Message from Coastguard and Post Office:—"We have called out, and they are preparing "to leave. Broadstairs lifeboat has started."

Message to Coastguard:—"I shall cease firing now."

7.20 a.m. Message to Coastguard:—"The lifeboats "are near the vessel now. She is nearer the *East* "*Goodwin* (lightship) than she is to us."

9.30 a.m. Message to Coastguard:—"They are hoisting sails on the schooner now. She looks like a "yacht or pilot schooner." (*This case is referred to in Appendix B.*)

26th November.—9.0 p.m. Message to Coastguard Station:—"I see the *Gull* lightship is answering the *East* "*Goodwin* (lightship's) signals. Do you know what "they are firing for?" Answer:—"The *East Goodwin* "and *Gull* are firing, but we can see nothing. There "was a Ramsgate smack on the 'Brake' this evening."

Message to the Coastguard:—"We saw the rockets "from Broadstairs and Ramsgate, but could not see "any vessel in distress." (*The signals made by the East Goodwin lightship were on account of a steamer which had broken down and was drifting towards the sands. Lifeboats came out, and one of them fetched a tug which towed the steamer into Dover Harbour.*)

30th November.—5.20 p.m. Message from Coastguard Station:—"Have you just fired a warning gun?" Answer:—"Yes, for a steamer steering for the Sand."

5.24 p.m. Message to Coastguard:—"Broadstairs "has just sent up a rocket. Stop them and tell them "to wait for rockets, and stop Deal also."

5.30 p.m. Message from Coastguard:—"Did you "fire again?" Answer:—"Yes. I think she will go "clear now. She was going S.W. at first."

5.50 p.m. Message to Coastguard:—"Ramsgate has "just sent up two rockets." Answer:—"Yes, but "they have not had any message from me. It is too "late to stop them."

7.10 p.m. Message to Coastguard:—"Ramsgate "tug and lifeboat have spoken to us and gone back "again."

HASBOROUGH LIGHT-VESSEL (connected on 2nd October 1894).

5th November 1894.—At 7.0 p.m. saw a flare bearing from this vessel S.E. ¼ S. Commenced to fire one gun and one rocket at intervals till 7.45 p.m. Saw a rocket go up from the *Would* (lightship) and the shore. Then we ceased firing.

At 9.0 p.m. we spoke a Lowestoft smack, and told them there was a vessel ashore on the Sands, and they said it was they who had been on the Sands and they were making a lot of water, and could we send for a tug. So I telephoned ashore to send a tug. I received a message to say that a tug left Yarmouth at 7.15 p.m.

At 11.20 p.m. Palling and Winterton lifeboats came and asked what we had been firing for, I told them for a vessel on the Sands, but she had got off and went to the S.W. (*This case is referred to in Appendix B.*)

10th November.—At 11.20 a.m. received a telephone message from Custom House to ask if we had seen any disabled smack; and told them "No."

SHIPWASH LIGHT-VESSEL (connected on 17th November 1894).

28th December 1894.—5.55 a.m. Watch reported a flare bearing S.S.W. westerly; went on deck and saw the flare. Telephoned to Aldeburgh. Commenced firing at 6.0 a.m.; fired five guns and five rockets at five minutes' intervals. At 6.25 a.m. received answer from Aldeburgh. Reported back to say there was a vessel burning a flare on or about the Shipwash Sand. Received answer back to say that lifeboat was launching. Ceased firing at 6.25 a.m.

Lifeboat passed by me at 8.0 a.m., proceeding southerly. (*This case is referred to in Appendix B.*)

GUNFLEET PILE LIGHTHOUSE (connected on 2nd October 1893).

4th November 1893.—11.5 a.m. Observed a steam vessel with two masts and one funnel. Her ensign was flying on the flagstaff aft for about half an hour, when it was pulled down. The steamer was apparently on the S.W. part of the Longsand aground, bearing S.E. by E. Saw no signals of distress flying on either mast therefore did not fire or send off rockets.

11.15 a.m. Reported the above by telephone to Walton-on-the-Naze. Wind, N.N.E.; force 4; weather, cloudy.

1.0 p.m. Received word from Walton that the *Sunk* and *Cork* light-vessels were firing guns, although we could not hear any guns being fired from either light-vessel.

(*The steamer was assisted off the sands by a tug. This case is also referred to in Appendix B.*)

10th November.—2.30 a.m. Received word by telephone from Coastguard man on watch at Walton-on-the-Naze that he saw two rockets fired from the *Cork* light-vessel. We did not see any signals fired during the morning.

6.35 a.m. At daylight observed a barque on shore on the Longsand, bearing E.S.E., with mainmast gone,

foresail and topsail partly clewed up, and flying from her mizen mast were either shreds of canvas or flags; could not make out which. Reported the above to Walton. It was blowing a fresh gale at the time.

Commenced firing rockets. At 7.7 a.m., one explosive rocket and one light rocket; 7.17 a.m., one explosive rocket and one light rocket; 7.27 a.m., one explosive rocket; 7.37 a.m., one explosive rocket. Answered from Walton by telephone.

(The vessel was totally lost; the crew were saved by a steamer. This case is also referred to in Appendix B.)

11*th November*.—4.59 p.m. Fired one explosive rocket and one light rocket in answer to rockets seen to be fired from the *Sunk* light-vessel, which we observed about every 10 minutes.

5.9 p.m. Repeated the *Sunk's* signal, but a few seconds before our rockets left the guide tubes we observed one rocket explode from the *Cork* light-vessel. After we had answered the *Sunk*, we saw the *Cork* was repeating the *Sunk* signals. We ceased firing.

5.25 p.m. Observed a group of three rockets fired from the *Sunk* simultaneously.

5.30 p.m. We answered the *Sunk* by firing three simultaneously, but as our three rockets were just leaving the rocket guides we saw three explode over the *Cork* lightship.

5.45 p.m. Saw another group of three rockets fired from the *Cork*, so we ceased firing. During the time we were firing, and before and after, we explained the meaning of the groups of three rockets both to Walton and to Harwich.

6.0. p.m. Saw three more rockets go up from the *Cork*. Not knowing why they did not cease firing after they had been answered from Walton and Harwich, we telephoned to Walton and to Harwich stating that if the *Cork* continued firing we thought it best to answer her once more, as the master and men on board the *Cork* knew we were connected with Walton.

6.15 p.m. Saw three more rockets go up from the *Cork*, and fired three more rockets in answer, after which we ceased firing altogether, but the *Cork* continued to fire up to 6.47 p.m.

6.30 p.m. Saw three green lights go up from Harwich, after which we saw no more firing.

(The signals made by the Sunk lightship were on account of a derelict, the crew of which had been taken off.)

14*th November*.—12.20 p.m. Heard sounds as of guns firing at quick intervals, but could not say for certain as they were very indistinct. We counted eight in 17½ minutes. There was a steamer coming up at the time, and after she had passed we heard no more sounds and we thought the sounds might have come from her. About five minutes after, just as I was going to telephone to Walton, they rang us up and said they heard two guns fired. I reported to the Secretary at Walton what we heard. Shortly afterwards I telephoned to the man on watch at Harwich and asked him if he had heard any firing of guns, and he reported they had not.

We had fog at the time, and the fog bell at work. As the sounds we heard were so uncertain we did not feel justified in calling the lifeboat out.

20*th November*.—Received word from Walton that a vessel was on the Heaps. Walton boat went out.

21*st November*.—2.50 a.m. Observed a red rocket go up from Clacton. Also saw, bearing about S.W., a bright light burning, but not stationary, and I thought it might be one of the lifeboats out there. I reported the same to Walton and to Harwich.

4.13 a.m. Man on watch saw one flash, as from a gun, and one rocket. Then another flash and a rocket fired from the *Swin Middle* light-vessel, and I was called up.

I saw one rocket fired. At the same time the *Swin* was answered from Clacton.

4.40 a.m. Saw a green rocket go up from Clacton.

Reported the above to Walton and to Harwich.

(The vessel on account of which the signals were made by the Swin Middle lightship grounded on the Whittaker Sands. The crew were saved by the Clacton lifeboat.)

23*rd November*.—Reported at 9 a.m. to Walton and to Harwich that a three-masted schooner bearing S. by E. was riding at anchor with a square flag flying at her fore-topmast, appearing to be close to the edge of the Sands. Wind was N. 7. Blue sky; squally. *(This case is referred to in Appendix B.)*

14*th December*.—8.30 a.m. Observed a schooner was hard aground on the Kentish Knock Sands, bearing S. by W. from here. Two fishing smacks were close to her, and a steam tug proceeding in her direction. We kept a strict look-out during the night, but saw no signals of any kind.

Reported the same to Walton by telephone. Tug towed the schooner off the Sands, and proceeded down the Swin with her in tow.

18*th December*.—7.40 a.m. Observed a schooner aground on the Gunfleet Sands bearing W. by S. ½ S. from here, distant about 1½ miles. No distress signals were shown by her. Wind, S.W.; force 4; weather, cloudy.

8.0 a.m. We hoisted signal HVG ("Do you require immediate assistance?") and kept it flying until 9.0 a.m., when we took it down as we were not answered by her.

Reported the same to Walton, who sent their lifeboat, but we did not call it at that time.

At 10.20 a.m. observed a man go up the rigging with a flag in his hand, which he made fast, and left flying from the mizen crosstree (the flag was upside down).

The man having come down, we hoisted signal HC ("Vessel indicated wants immediate assistance") and commenced firing, one explosive rocket at 10.35 a.m. and one more at 10.45 a.m. We did not fire any more as we saw the Walton lifeboat coming through Goldney Gat.

Reported the same to Walton by telephone.

(The vessel was totally lost. The crew were saved by the Walton lifeboat.)

20*th January* 1894.—5.15 a.m. Observed a rocket go up bearing S.S.W.

5.34 a.m. Saw another rocket go up bearing S.S.W.

5.40 a.m. We fired one explosive rocket, followed after an interval of 10 seconds by a light service rocket.

5.50 a.m. One explosive and one light rocket.

In the meantime I telephoned to the coastguard on watch at Walton the above.

6.7 a.m. our signals were answered from Walton. *Cork* light-vessel answered at 6.12 a.m. and Clacton at 6.42 a.m. At daylight observed both lifeboats going S.S.W. and also returning. *(This case is referred to in Appendix B.)*

16*th February*.—Fired once for a brigantine on S.W. part of Gunfleet Sands, and once for a barque on the N.E. Longsands.

Telephone and distress signals were used by us in both cases. After firing once first, we reported the same to Walton Coastguard by telephone.

(The brigantine was totally lost, but the crew landed in their own boat. It is not known what became of the barque.)

18*th February*.—At 2.15 a.m. observed a light bearing W. ½ S. from here. It lasted only for about five seconds and then was gone. Ten minutes after saw the same light, but it did not last so long this time. It was about the size of an ordinary masthead light, so did not think it a sufficient signal to fire for assistance. Saw nothing further until 6.45 a.m. when I saw a vessel on the Sands. At 6.55 a.m. commenced firing. We fired two explosive rockets and two light rockets, and hoisted signal HC ("Vessel indicated wants immediate assistance") to call the lifeboat.

7.5. a.m. fired two explosive rockets.

7.15 a.m. fired two more, when we were answered from Walton.

I reported the same to Walton Coastguard as it occurred, by telephone. Wind, E; force 7; weather, blue sky, cloudy.

Both Clacton and Walton lifeboats were out. Sent word to Superintendent by telephone, who was at Harwich at the time, as follows:—

"6.45 a.m. Observed schooner ashore on Gunfleet Sands (sunk in distress) bearing W. ½ S. from here, distant about three miles. Commenced firing at 6.55 a.m. and was answered from Walton at 7.15 a.m."

(On their arrival the lifeboats found a vessel hull under water, with no one on board.)

19*th February*.—7.30 a.m. Observed a barque on the Longsands. Saw her at 6.30 a.m., but she was not on the Sands at that time. Distant about eight miles. Watched for distress signals, but could not observe any.

At 8.10 a.m. saw signal HC ("Vessel indicated wants immediate assistance") flying from mainmast of

Sunk light-vessel, but could not read the flag on her jigger mast. Also saw the flash and smoke from her gun every 10 minutes.

At 8.20 a.m. we hoisted signal HC and fired one explosive rocket in answer to her. I reported the same to Walton Coastguard by telephone, and kept on firing one explosive every 10 minutes, until the *Sunk* ceased firing at 9.10 a.m.

We fired last at 9.20 a.m.

The *Cork* light-vessel we did not see hoist signal until after 9.0 a.m. Wind E.S.E. 4.

Two steam tugs and Harwich and Walton lifeboats proceeding to her assistance.

(*From Appendix B. it will be seen that the Harwich lifeboat assisted to save the vessel and her crew.*)

9th May.—Observed at 10.30 p.m. one rocket go up from the *Longsand* light-vessel. Saw one rocket go up from *Sunk*. We answered with two rockets and two explosive charges.

At 10.43 p.m. we saw two rockets from *Sunk*.

At 10.43 p.m. we fired two rockets and two explosives in answer to *Sunk*, who then ceased firing.

Walton Coastguard answered at 10.55 p.m.

We also saw a rocket go up from Walton to say lifeboat was afloat, and at 12.25 p.m. the lifeboat passed close to us and hailed us, asking if we knew the whereabouts of the vessel. We told them we took the signal from the *Sunk* light-vessel. She sailed towards *Sunk* after. We also telephoned to Coastguard at Walton that *Sunk* was firing and asked them to stand by the telephone.

(*Reference to the extracts from the log of the Kentish Knock light-vessel for this date (page 9) shows that visual signals were first made by that vessel, and were passed on by the Longsand and Sunk lightships to the Gunfleet lighthouse keepers, who telephoned to Walton. From Appendix B. it will be seen three lifeboats went out, but that they did not find any vessel in distress.*)

27th August.—At 11 a.m. reported to Coastguard at Walton-on-Naze by telephone:—"A schooner on the Sands about 500 yards distant."

No signals for assistance were shown.

25th October.—At 12.54 a.m. watch reported he had seen a rocket go up in the direction of the *Shipwash*, and at 12.59 a.m. we saw one go up from the *Cork* light-vessel, and a flash of a gun, and at 1.4 a.m. another, and at 1.9 a.m. another, and another at 1.14 a.m., one gun and one rocket. Harwich answered at 1.21 a.m. We also saw the lifeboat launch rocket at 1.45 a.m.

I telephoned to Coastguard at Walton, and asked them if they were going to answer, but they said the *Cork* was not in their district, but was in the Harwich district. They said they had telephoned to Harwich but had not been answered, but were afterwards, and were also informed that lifeboat was getting ready to go out.

I also told the Coastguard the signal of five minutes interval was assistance is wanted at Shipwash, Whiting, or Bawdsey Sands.

The following extract from the log of the Shipwash light-vessel shows what happened. The Shipwash was not at this time in electrical communication with the shore:—

12.30 a.m. saw a barque lying at anchor bearing N.N.W., burning a continual flare for assistance; spars all gone. Fired guns and rockets at intervals. Ceased firing 1.20 a.m. *Cork* light-vessel answered signals at 1.25 a.m. 4.10 a.m. Aldeburgh lifeboat alongside wreck. 4.40 a.m. tug spoke us and proceded to wreck. 5.30 a.m. wreck taken in tow by tug and proceeded to Harwich.

(*The Harwich lifeboat also went out, but found that assistance was already being rendered by the Aldeburgh lifeboat.*)

28th December.—At 6.15 a.m. watch heard one gun and at 6.20 a.m. he heard one gun.

Telephoned to Walton watchman asking if he heard any guns. He said he had heard five guns, firing at five minutes interval.

At 6.50 a.m. watch saw a flare shown on N.E. of the *Gunfleet*, distance about 3½ miles. We saw another flare at 7.0 a.m.

At 7.5 a.m. we fired two explosive charges and two rockets.

Two explosive charges at 7.20 a.m., with 20 seconds interval.

Two rockets at 7.25 a.m.

Walton Coastguard answered with rocket at 7.22 a.m.

Lifeboats, two of them, left Walton for wreck at 7.50 a.m. The Coastguard on watch told us by telephone.

As soon as I saw the flare on the Sands I telephoned to the man on watch at Walton to stand by the instrument, and that we were going to fire.

At high water the vessel was sunk, masts and sails only visible. The crew landed at Frinton in their own boat. (*This case is referred to in Appendix B.*)

Start Point Lighthouse.

19th December 1893.—Telephone was used for steamer which was drifting on shore during a fresh gale of wind from S.S.W., with rain. Telephoned to Coastguard who came out to lighthouse with life-saving apparatus.

Also telegraphed to Dartmouth for tug, but after going hard astern for over an hour, the steamer cleared the Blackstone Rock, and anchored in Start Bay.

17th June 1894.—Vessel ashore between lighthouse and Hallsands. Telegraphing all day.

(*The vessel referred to was a North German Lloyd's steamer. She was towed off by a vessel belonging to the same line. The telephonic communication with the lighthouse enabled the master of the steamer and her owners to communicate with one another.*)

21st July.—Telephoned to Coastguard three mast brigantine and ketch came into collision about two miles south of lighthouse. (*The brigantine and ketch reached harbour safely.*)

2nd August.—Observed steamer with three balls hoisted. Signalled from lighthouse to know what was the matter. Steamer then hoisted signal NC ("In distress. Want assistance"). Telegraphed at once to Dartmouth for tug. A steamer being at Torcross with excursion at the time, went off and got her in tow to Dartmouth before tug reached her.

Needles Lighthouse.

14th February 1894.—The keepers reported to the Coastguard that two vessels were on shore on the Shingles.

(*One of these vessels got off without assistance. The crew of the other vessel were taken off by a lifeboat. The vessel ultimately came off, and was towed into port.*)

18th December.—Keeper reported to Coastguard a vessel on shore on the Shingles. (*The vessel got off without assistance.*)

South Stack Lighthouse.

12th October 1894.—At 6.10 a.m. a barque was observed ashore at Penrhosvelos Point. Reported it, and answer was received that assistance was being sent from Holyhead. (*The vessel remained ashore until the tide rose, when she got off. The rocket apparatus which was sent out was not required.*)

28th December.—12.5 p.m. observed a steamship about two miles S.S.W. from here, apparently disabled. Telephoned at once to Coastguard Station at Holyhead. At 12.10 p.m. the steamer hoisted her ensign upside down. Telephoned same at once to Coastguard station at Holyhead; also fired two explosive rockets to call out lifeboat at Porth Rhuffydd. Received a prompt reply from both stations that assistance had been sent. Wind, W. by S.; force 7; weather, cloudy. (*A tug was despatched from Holyhead and the rocket apparatus was sent out The vessel was taken in tow by the tug, and neither the apparatus nor the lifeboat, which also went out, was required.*)

Nash Lighthouses.

20th June 1894.—Vessel ashore. Telephoned to Coastguard for rocket apparatus. (*Three persons were saved by the apparatus on this occasion, but the vessel was lost.*)

22nd June.—Schooner on Sands. Telephoned to Coastguard for lifeboat from Porthcawl. (*The lifeboat started, but the vessel floated off.*)

Bull Point Lighthouse.

27th May 1894.—Saw a pilot boat dismasted by a steamer between the lighthouse and Ilfracombe, and called attention to it. (*The pilot-boat and steamer both reached harbour.*)

POINT OF AYRE LIGHTHOUSE.

15th December 1893.—A schooner came to anchor about three quarters of a mile from the lighthouse and exhibited a flare of light.

The lightkeeper at once telephoned to Ramsey for the lifeboat, which came to her assistance. The vessel was towed into Ramsey harbour on the following day. She had lost some sails. (*This case is referred to in Appendix B.*)

DOUGLAS HEAD LIGHTHOUSE.

26th March 1894.—A boat accident took place near the lighthouse, and the keepers telephoned for assistance.

Two men were drowned, and one man was saved by means of a small boat manned by the assistant lightkeeper and some others.

HOOK POINT LIGHTHOUSE.

11th January 1894.—9.45 a.m. steam trawler, flying her ensign half-mast high and reversed, observed W.N.W., 1½ miles from station; 9.50 a.m. sent word to Fethard by telephone. Steam trawler and consort steamed off about six miles, still keeping distress signals flying; put about and made for harbour, hauling down signals at 11 a.m. One vessel appeared to have the other in tow when going over the bar.

(*The rocket apparatus went out in response to the telephone message from the lighthouse and followed the vessel until she was out of danger*).

APPENDIX B.

STATEMENT furnished by the ROYAL NATIONAL LIFEBOAT INSTITUTION showing the Services rendered by Lifeboats belonging to that Institution on Occasions upon which they have been called out by Telephonic Messages sent by the Light-vessels and Lighthouses which have been connected on the recommendation of the Royal Commission for the purpose of giving Information regarding Vessels in Distress.

Date.	Lifeboat.	Message sent by.	Remarks.
1893.			
November 4	Walton-on-the-Naze	Gunfleet lighthouse	No services required.
„ 10 ...	Do.	Do.	Found vessel abandoned.
„ 23 ...	Do.	Do.	No services rendered.
December 15 ...	Ramsey	Point of Ayre lighthouse ...	Three lives saved.
1894.			
January 20 ...	Walton-on-the-Naze	Gunfleet lighthouse	Did not find any vessel in distress.
	Clacton-on-Sea	Do.	
February 19	Harwich	Do.	Assisted to save vessel and 13 lives.
March 29	Ramsgate	Goodwin (North Sand Head) light-vessel.	Services of lifeboat were not accepted by vessel.
May 3	Do.	Do.	No services required.
„ 9	Harwich	Gunfleet lighthouse	Did not find any vessel in distress
	Walton-on-the-Naze	Do.	
	Broadstairs	Kentish Knock light-vessel ...	
„ 27	Do.	Goodwin (North Sand Head) light-vessel.	Assisted to save vessel and nine lives.
„ 24	Ramsgate	Goodwin (North Sand Head) light-vessel.	Assisted to save vessel and nine lives.
August 25	Margate	Kentish Knock light-vessel. ...	Was unable to find any vessel in distress.
October 14	Ramsgate	Goodwin (North Sand Head) light-vessel.	Rendered assistance to a pilot schooner.
November 5	Palling No. 2	Hasborough light-vessel ...	Assistance not required.
December 28 ...	Walton-on-the-Naze	Gunfleet lighthouse	„ „ „
„ „ ...	Aldeburgh	Shipwash light-vessel	Assisted to save a schooner.

NOTE.—*This statement is confined to cases in which the connexions recommended by the Royal Commission have enabled light-vessels and lighthouses to send by telephone information to the authorities of the Royal National Lifeboat Institution regarding vessels in distress, and does not include cases in which messages calling for assistance have been sent by the coastguard whose stations have been electrically connected under the Coast Communication Scheme.*

FIFTH REPORT

OF THE

ROYAL COMMISSION

ON

HORSE BREEDING.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
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FIFTH REPORT

OF THE

ROYAL COMMISSION

ON

HORSE BREEDING.

MAY IT PLEASE YOUR MAJESTY:

WE, the Commissioners appointed to dispose of Your Royal Bounty, which was formerly given in Queen's Plates for racing, and also the money which Parliament has granted for the encouragement of horse-breeding in Great Britain, humbly desire to submit to Your Majesty this our Fifth Report, in continuation of that which we had the honour to lay before Your Majesty on the 9th of February 1893.

Since we had the honour of presenting our last Report, we have held three shows in London during the years 1893, 1894, and 1895, at which the Queen's premiums have been awarded. The Show of 1893 was held in conjunction with the Hunters' Improvement Society and the Hackney Horse Society. The Shows of 1894 and 1895 were held in conjunction with the Hunters' Improvement Society only, as it was found impossible, owing to large proportions which they had assumed, consequent upon the increase in the number of entries, for the three bodies to combine as heretofore.

In view of the reduction in the value of the premiums offered, since our last Report was issued, from 200*l.* to 150*l.*, it is very gratifying to note the number of stallions entered has been satisfactory and we have been enabled to select suitable horses out of those exhibited to locate in the various districts in England, Wales, and Scotland.

Your Commissioners are satisfied with the per-centage of foals left by the stallions, and desire to call attention to the continued success which attends the exhibition of the stock of the premium stallions when competing with that of other horses at the summer meetings of the different agricultural societies.

As mentioned in our previous Reports to Your Majesty, we have given careful and sustained consideration to the important subject of Veterinary Examination of the stallions competing for the Queen's premiums. We are glad to report that the new regulations which have recently been enforced have resulted in greater consistency in the decisions, and that there is a steady decrease in the number of horses pronounced unsound by the veterinary experts.

We are pleased to record numerous applications from breeders of horses and the agricultural societies throughout the country for the location of a Queen's premium stallion in their district, and it is therefore a matter of regret that the limited amount of money at our disposal is insufficient to meet the increase of their demands.

We beg to append to this Report information referring to the work of this Commission since the publication of our last Report in February 1893.

The district committees who have been invited to act in the various districts, and who have supervised all the local arrangements in connexion with the Queen's premium

stallions, are entitled to our warmest thanks, and we beg to avail ourselves of this opportunity of tendering to them our grateful acknowledgments for the services rendered.

We have to record with great regret the death of our friend and colleague Major-General Frederick George Ravenhill, R.A.

All which we most humbly submit to Your Majesty's most gracious consideration.

CORK AND ORRERY (Chairman).
PORTLAND.
COVENTRY.
RIBBLESDALE.
HENRY CHAPLIN.
JACOB WILSON.
JOHN GILMOUR.
J. BOWEN JONES.

J. HERBERT TAYLOR, Secretary,
15, Great George Street, Westminster, S.W.,
July 3rd, 1895.

APPENDIX A.

The following are the Conditions under which the Shows in the Spring of the years 1894 and 1895 were held (those for 1893 forming an Appendix in the last Report), together with Details of Distribution for those years:—

The shows were held in London in conjunction with the Hunters' Improvement Society.

Twenty-nine equal premiums, consisting each of 150*l*., are offered for thoroughbred stallions (four years old and upwards) for England, Wales, and Scotland.

Each stallion winning a premium shall serve not less than 50 half-bred mares, if required, during the season, and shall stand or travel at the owner's option in the district for which he is exhibited at a fee not exceeding 40*s*. for each mare and 2*s*. 6*d*. for the groom.

Stallions shall compete in the district class *only* for which they are entered, and exhibitors may not enter more than one stallion in each class.

A stallion which has won four Queen's premiums in the same district class shall be ineligible for entry again in same class, but shall be eligible for any other district class.

The following diseases shall disqualify a thoroughbred stallion for the purposes of this Commission, viz:—

Roaring—whistling.
Ringbone.
Unsound feet.
Navicular disease.
Spavin.
Cataract.

The season of service commences:—

On April 3rd and terminates on July 31st.

The Distribution of Premiums for 1894 and 1895, in the respective Districts for England, Wales, and Scotland, was as follows:

District Class.	Counties.	——
A	Bedfordshire	Three stallions at 150*l*. each.
	Buckinghamshire	
	Cambridgeshire	
	Essex	
	Hertfordshire	
	Huntingdonshire	
	Middlesex	
	Norfolk	
	Oxfordshire	
	Suffolk	
B	Cumberland	Four stallions at 150*l*. each.
	Durham	
	Northumberland	
	Westmoreland	
C	Derbyshire	Four stallions at 150*l*. each.
	Leicestershire	
	Lincolnshire	
	Northamptonshire	
	Nottinghamshire	
	Rutlandshire	
D	Berkshire	Three stallions at 150*l*. each.
	Cornwall	
	Devonshire	
	Dorsetshire	
	Hampshire	
	Kent	
	Somersetshire	
	Surrey	
	Sussex	
	Wiltshire	

District Class.	Counties.	——
E	Yorkshire	Three stallions at 150*l*. each.
F	Gloucestershire	Four stallions at 150*l*. each.
	Herefordshire	
	Monmouthshire	
	Shropshire	
	Staffordshire	
	Warwickshire	
	Worcestershire	
	South Wales	
G	Cheshire	Three stallions at 150*l*. each.
	Lancashire	
	North Wales	
1894. H	Stirlingshire and district.	One stallion at 150*l*.
1895. H	Roxburghshire	
	Berwickshire and district.	
I	Fifeshire and district	One stallion at 150*l*.
J	Dumfries, Kirkcudbright, and Wigtown Shires.	One stallion at 150*l*.
K	Moray, Nairn, and Banff Shires.	One stallion at 150*l*.
L	The Lothians	One stallion at 150*l*.

This scheme of distribution thus absorbs, from the funds at the disposal of the Commission, 4,500*l*. per annum, leaving 600*l*. for expenses.

APPENDIX B.

PER-CENTAGE of FOALS left by the "QUEEN'S PREMIUM" and ROYAL AGRICULTURAL SOCIETY'S PREMIUM STALLIONS from the Half-bred MARES served during the SEASON of 1892.

District Class.	Name of Owner of Stallion.	Name of Stallion.	Per-centage of Foals from Half-bred Mares served during the Season.
A	Major Frank Shuttleworth	Blue Boy	35
	Messrs. George Bird and James Heys	Cavaliero	61
	Mr. Wm. Burdett-Coutts, M.P.	Truefit	31
B	The Executors of the late William Steel	Blue Grass	76
	Mr. Edward Josceline Percy	Brayton	82
	Mrs. G. M. Sawrey Cookson	Prestonpans	69
C	Mr. Albert Octavius Haslewood	Huntingtower	69
	Mr. Robert James Mann	Lifeboat	63
	Mr. Thomas Kinsman Bickell	Mountain Dew	59
D	Colonel John Thomas North	Cedar	62
	Mr. William Henry Jenner Hogg	Homely	43
	The Compton Stud Company	Marioni	65
E	Viscount Lascelles	Bahadur	42
	Mr. George Hunter	Marshall Soult	60
	Mr. Edwin Hodge Banks	Moss Hawk	63
F	Mr. Eusebius Gustavus Crowhurst	Just in Time	69
	Lord Tredegar	Lord Molynoo	80
	Mr. John Charles Harford	Rameses	82
G	Mr. Peregrine Percy Pratt	Eglamore	63
	Mr. Albert Octavius Haslewood	Sam Kheen	55
	Mr. James Edward Platt	Silver Crown	60
H	Mr. Albert Octavius Haslewood	Ben Alder	52
I	Mr. Albert Octavius Haslewood	Chip Chase	54
J	Mr. William Jordison	Rosy Monk	75
K	Mr. William Wilson	Sir Harry	37
	The average per-centage of foals left by the 25 stallions in 1892		60

SEASON 1893.

PER-CENTAGE of FOALS left by the QUEEN'S PREMIUM STALLIONS from the Half-bred MARES during the SEASON of 1893.

District Class.	Name of Owner of Stallion.	Name of Stallion.	Per-centage of Foals from Half-bred Mares served during the Season.
A	Mr. James Waugh	Monteviot	65
	Mr. Walter Gilbey	Pearl Diver	66
	Mr. John English Tabor	St. Clair	66
B	Mr. James F. Dickson	Button Park	83
	Mr. William Parkin-Moore	King Ebor	75
	The Executors of the late William Steel	Warrior	56
	Mr. William Jordison	Rosy Monk	47
C	Mr. Thomas Constable	Belville	35
	Mr. Albert Octavius Haslewood	Bloodshot	63
	Mr. Walter Hugh Rawnsley	Peppermill	54
	Mr. Binyoun Francis Drage	Potentate	37
D	Colonel John Thomas North	Cedar	52
	Mr. William Henry Jenner Hogg	Homely	42
	The Compton Stud Company	Marioni	67
E	The Earl of Harewood	Bahadur	73
	Mr. Nathaniel Clark	Even	67
	Lord Middleton	Sherbrooke	66

SEASON 1893—*continued.*

District Class.	Name of Owner of Stallion.	Name of Stallion.	Per-centage of Foals from Half-bred Mares served during the Season.
F	Mr. Thomas Carr	Crom-a-Boo	74
	Mr. Eusebius Gustavus Crowhurst	Just in Time	59
	Lord Tredegar	Lord Molynoo	67
	Mr. John Charles Harford	Rameses	75
G	The Executors of the late William Steel	Blue Grass	56
	Mr. Peregrine Percy Pratt	Eglamore	73
	Mr. Albert Octavius Haslewood	Sam Kheen	71
H	Mr. James Edward Platt	Janus	64
I	Mr. Edwin Hodge Banks	Moss Hawk	69
J	Mr. Albert Octavius Haslewood	Chip Chase	54
K	Mr. Thomas Glen Arthur	Passe-par-tout	60
L	Mr. William Wilson	Sir Harry	41
M	Mr. James T. Dickson	Macaw	58
	The average per-centage of foals left by the 30 stallions in 1893		61

APPENDIX C.

RETURN of the NUMBER of STALLIONS exhibited in each DISTRICT CLASS at the LONDON SHOWS in the YEARS 1893 and 1894. NAMES of OWNERS and winning and selected STALLIONS with NUMBER of MARES served by each at the Royal Commission Fee of 2*l.* 2*s.* 6*d.* or under, at the Owner's own Fee; together with the NAMES and ADDRESSES of the DISTRICT COMMITTEE.

1893.

District Class.	Number of Stallions exhibited.	Owners of Stallions.	Stallions.	Served at Commission Fee.	Served at Owner's Fee.	Total.	Names and Addresses of Local Committee.
A	14	Mr. James Waugh	Monteviot	31	0	31	Mr. Alexander K. Galloway, Fenstanton Brewery, St. Ives, Huntingdonshire. Mr. John Goodliff, George Hotel, Huntingdon. Mr. F. J. Howson, Huntingdon.
		Mr. Walter Gilbey	Pearl Diver	50	3	53	Mr. Thomas Brown, Little Hallingbury Hall, Bishop's Stortford. Mr. Martin Burls, Elsenham, Bishop's Stortford. Mr. W. Smith, The Link's, Bishop's Stortford.
		Mr. John E. Tabor	St. Clair	47	0	47	Captain W. Townsend, Blue Bridge House, Halstead, Essex. Mr. J. W. Wakelin, Hill Farm, Braintree. Mr. George A. Newman, Panfield Hall, Braintree.
B	6	Mr. James F. Dickson	Button Park	58	20	78	Dr. W. Iliffe, Kendal. Mr. Jacob Wakefield, Sedgewick House, Kendal. Mr. Charles H. Wilson, Oxenholme.
		Mr. W. Parkin-Moore	King Ebor	31	0	31	Mr. George J. Bell, 32, English Street, Carlisle. Mr. John Steel, V.S., Wigton, Cumberland. Mr. James Thomson, Estate Office, Brayton, Carlisle.
		Mr. William Jordison	Rosy Monk	60	4	64	Mr. Anthony Marshall, Annstead, Chathill, Northumberland. Mr. G. G. Rea, Doddington, Wooler, R.S.O., Northumberland. Mr. Thomas Tomlinson, Bailiff Gate, Alnwick.
		The Executors of the late William Steel.	Warrior	50	43	93	Mr. George J. Bell, 32, English Street, Carlisle. Mr. F. Carleton Cowper, Carleton Derick, Penrith. Mr. S. D. Stanley Dodgson, Somerset House, Whitehaven.
C	12	Mr. Thomas Constable	Belville	101	3	104	Mr. A. R. Adcock, Manor Farm, Whissendine, Oakham. Mr. James Hornsby, Stapleford Park, Melton Mowbray. Rev. J. P. Seabrook, Waltham, Melton Mowbray.
		Mr. Albert Octavius Haslewood	Bloodshot	54	10	64	Mr. Sidney Burton, Derbyshire Agricultural Society, Derby. Mr. F. B. Craven, Thornbridge Bakewell. Mr. Frank Drewry, Buxton.
		Mr. Walter Hugh Rawnsley	Peppermill	40	2	42	Mr. George Bingley, Wheatley Grange, Retford. Mr. Fred. C. Marshall, Rischolme Grange, Lincoln. Mr. C. M. S. Pilkington, 24, Trent Street, Nottingham.
		Mr. Binyoun Francis Drage	Potentate	50	10	60	Mr. John Cooper, Brook Hill, East Haddon, Northampton. Mr. J. F. Goodman, Flecknoe, Rugby. Mr. T. M. Jameson, Moulton Grange, Northampton.

1893—*continued.*

District Class.	Number of Stallions exhibited.	Owners of Stallions.	Stallions.	Served at Commission Fee.	Served at Owner's Fee.	Total.	Names and Addresses of Local Committee.
D	17	Colonel John Thomas North	Cedar	37	0	37	Mr. John Alexander, Rowhill Grange, Dartford. Mr. Walter Jackson, Swanley, Kent. Mr. George P. Russell, St. Margaret's, South Darenth.
		Mr. William Henry Jenner Hogg.	Homely	34	0	34	Mr. John Cooper, Tandridge Court, Redhill. Mr. H. Gerard Hoare, Stanstead House, Godstone Station. Mr. Thomas Hooker, Broxham, Edenbridge.
		The Compton Stud Co.	Marioni	50	—	50	Lieut.-Col. George Best, Charlton House, Ludwell, Salisbury. Mr. Arthur Gosling, Estate Office, Lower Lawn, Tisbury, Salisbury. Mr. T. H. Miller, Oborne, Sherborne, Dorset.
E	14	The Earl of Harewood	Bahadur	50	9	59	Captain Thomas Slingsby, Scriven Park, Knaresborough, Yorkshire. Mr. F. W. Slingsby, Red House, Moor Monkton, York. Mr. W. C. P. Snowden, Hutton Moor, Thirsk.
		Mr. Nathaniel Clark	Even	28	0	28	Mr. W. M. Cobbett, Estate Office, Stanwick, Darlington. Mr. T. H. Hutchinson, The Manor House, Catterick, Yorkshire. Mr. W. H. Wharton, Skelton Castle, Skelton in Cleveland, R.S.O., Yorkshire.
		The Lord Middleton	Sherbrooke	100	0	100	Mr. Henry Cholmondeley, Estate Office, Sledmere, York. Mr. William Garforth, Swinton Grange, Malton, Yorkshire. Mr. Frederick Reynard, Sunderlandwick, Driffield.
F	19	Mr. Thomas Carr	Crom-a-Boo	101	6	107	Sir Harry F. Vernon, Bart., Hanbury Hall, Droitwich. Mr. Frederick Ames, Hawford Lodge, Worcester. Mr. C. W. Wicksted, Shakenhurst, Cleobury Mortimer.
		Mr. Eusebius Gustavus Crowhurst.	Just-in-Time	50	25	75	Mr. Philip S. Danby, Church Farm, Offchurch, Leamington. Mr. J. H. Davies, Hatton, Wegnock Park, Warwick. Mr. Charles Garner, Buddesley Lodge, Leamington.
		The Lord Tredegar	Lord Molynoo	60	4	64	Mr. Edward Curre, Itton Court, Chepstow. Mr. Arthur Evans, Llangibby Castle, Monmouthshire. Mr. Richard Stratton, The Duffryn, Newport, Monmouthshire.
		Mr. John Charles Harford	Rameses	32	0	32	Mr. W. J. Buckley, Penyfae, Llanelly. Colonel J. K. Howell, Pantgwyn, Boncath, R.S.O., South Wales. Mr. T. H. R. Hughes, Newadd Fawr, Lampeter.
G	7	The Executors of the late William Steel.	Blue Grass	54	14	68	Mr. Edward Barton, Warton Grange, Carnforth. Mr. Addison Birley, Bartle Hall, Preston. Mr. James S. Fair, Estate Office, Lytham.
		Mr. Peregrine Percy Pratt	Eglamore	58	28	86	Mr. Joseph Lloyd, St. Asaph. Major G. Sandbach, Hafodunos, Abergele. Mr. R. W. Williams Wynn, Cefn, St. Asaph.
		Mr. Albert Octavius Haslewood	Sam Kheen	60	10	70	Mr. Richard Assheton, Victoria Park, Manchester. Mr. Carlton Cross, Crooke Hall, Chorley. Mr. Walter Mucklow, Elton Grange, Bury.
H	2	Mr. James Edward Platt	Janus	31	0	31	Mr. A. H. Anderson, Estate Office, Kippendavie, Dunblane, N.B. Mr. Edwin Bolton, West Plean, Bannockburn, N.B. Mr. Donald Fisher, Jellyholm, Alloa, N.B.
I	2	Mr. Edwin Hodge Banks	Moss Hawk	80	0	80	Mr. John Bell, Stenton, St. Monance, R.S.O., N.B Mr. William Tod, East Brackley, Kinross, N.B. Mr. James Thom, Leden Urquhart, Gateside, Fife, N.B
J	4	Mr. Albert Octavius Haslewood	Chip Chase	24	0	24	Mr. John H. Dickson, Dabton, Thornhill, Dumfries, N.B. Mr. J. McKie, Ernespie, Castle Douglas, N.B. Mr. J. Harling Turner, Portland Estate Office Kilmarnock, N.B.
K	2	Mr. Thomas Glen Arthur	Passe-par-tout	38	0	38	Mr. William Ross, Cathay House, Cullen, N.B. Mr. J. S. Robertson, Cawdor Estate Office, Nairn, N.B. Mr. J. P. Stuart, Orbliston, Fochabers, N.B.
L	3	Mr. William Wilson	Sir Harry	76	0	76	Mr. Adam P. Cross, Craigiehall, Cramond Bridge, Midlothian, N.B. Mr. William Ford, Fentonbarns, Drem, East Lothian, N.B. Mr. Thomas M. Skirving, Niddrie Mains, Edinburgh. Mr. James Wylie, Royal Bank of Scotland, Leven Street, Edinburgh.
M	3	Mr. James T. Dickson	Macaw	20	0	20	Mr. Thomas Calder, Swinton Hill, Coldstream, N.B. Mr. James Roberton, Ladyrig, Roxburgh, N.B. Mr. James Smith, Mowhaugh, Kelso, N.B.
			Total	1,555	191	1,746	

APPENDIX D.

1894.

District Class.	Number of Stallions exhibited.	Owners of Stallions.	Stallions.	Served at Commission Fee.	Served at Owner's Fee.	Total.	Names and Addresses of Local Committee.
A	14	H.R.H. The Prince of Wales	Serpa Pinto	32	0	32	Mr. Algernon Fountaine, M.F.H., Narford Hall, Swaffham. Mr. Anthony Hamond, Westacre, Swaffham, Norfolk. Mr. Charles Seymour, Barwick House, King's Lynn.
		Mr. Donald Fraser	Mount Gifford	58	13	71	Mr. F. W. Coales, Lathbury, Newport Pagnell. Mr. Henry G. Lepper, Aylesbury. Mr. C. M. Prior, Adstock Manor, Winslow Bucks.
		The Duke of Hamilton and Brandon, K.T.	Persistive	42	0	42	Mr. Robert Bond, Old Bank House, 6, Butter Market, Ipswich. Mr. H. R. Smith, Steward's Office, Easton Park, Wickham Market, Suffolk. Mr. George E. Walker, Woodbridge, Suffolk.

1894—*continued.*

District Class.	Number of Stallions exhibited.	Owners of Stallions.	Stallions.	Served at Commission Fee.	Served at Owner's Fee.	Total.	Names and Addresses of Local Committee.
B	12	Mr. Edward Josceline Percy	Brayton	40	1	41	Mr. Anthony Marshall, Annstead, Chathill, Northumberland. Mr. G. G. Rea, Doddington, Wooler, R.S.O., Northumberland. Mr. Thomas Tomlinson, Bailiff Gate, Alnwick.
		Dr. Walter Iliffe	Button Park	50	10	60	Mr. George L. Hoggarth, Westmoreland and Kendal Agricultural Society, Kendal. Mr. Jacob Wakefield, Sedgewick House, Kendal. Mr. Charles H. Wilson, Oxenholme.
		Mr. W. Parkin-Moore	King Ebor	23	0	23	Mr. George J. Bell, 1, Londsdale Street, Carlisle. Mr. John Steel, Wigton, Cumberland. Mr. James Thomson, Estate Office, Brayton, Carlisle.
		Mr. Robert James Mann	Peregrine Falcon	28	0	28	Mr. R. Brydon, Londonderry Offices, Seaham Harbour, Co. Durham. Mr. Clement Stephenson, Sandyford Villa, Newcastle-on-Tyne. Mr. George Wilkinson, Shotton Grange, Blagdon, Cramlington.
C	14	Mr. Thomas Constable	Belville	71	4	75	Mr. James Hornsby, Stapleford Park, Melton Mowbray. Mr. James Hutchinson, Manthorpe Lodge, Grantham. Mr. John Tomlinson, Birthorpe Manor, Folkingham.
		The Earl of Lonsdale	Blue Blood	27	0	27	Mr. Robert Heathcote, Manton, Oakham. Mr. Campbell Hodson, The Red House, Knipton, Grantham. Mr. B. Painter, Burley-on-the-Hill, Oakham.
		Mr. Binyoun Francis Drage	Potentate	51	0	51	Mr. John Cooper, East Haddon, Northampton. Mr. J. F. Goodman, Flecknoe, Rugby. Mr. Gordon Watson, Estate Office, Lamport, Northampton.
		Mr. John Charles Harford	Rameses	54	0	54	Mr. E. P. Rawnsley, M.F.H., Girsby Manor, Lincoln. Mr. Joseph Drakes, Home Farm, West Rasen, Market Rasen. Mr. C. B. Robson, Cawkwell, Horncastle.
D	10	Colonel John Thomas North	Cedar	36	0	36	Mr. F. S. W. Cornwallis, M.P., Linton Park, Maidstone. Mr. W. C. Jackson, Alice-Dean, Swanley, Kent. Mr. G. P. Russell, St. Margaret's, South Darenth.
		Mr. William Henry Jenner Hogg	Homely	27	3	30	Mr. John Cooper, Tandridge Court, Redhill, Surrey. Mr. H. Gerard Hoare, M.F.H., Stanstead House, Godstone, Station, Surrey. Mr. Thomas Hooker, Broxham, Edenbridge.
		The Compton Stud Co.	Marioni	50	0	50	Lieut.-Col. George Best, Charlton House, Ludwell, Salisbury. Mr. Arthur Gosling, Estate Office, Lower Lawn, Tisbury. Mr. T. H. Miller, Oborne, Sherborne, Dorset.
		The Earl of Harewood	Bahadur	50	0	50	Mr. C. M. S. Pilkington, Harewood, Leeds. Mr. F. W. Slingsby, Red House, Moor Monckton, York. Mr. W. C. P. Snowden, Hutton Moor, Baldersby, S.O., Yorkshire.
E	12	Mr. Charles Booth Elmsall Wright.	Knight of the Forest.	29	0	29	Mr. R. C. Assheton, Downham Hall, Clitheroe. Mr. Richard Roundell, Gledstone Hall, Skipton. Mr. M. Amcotts Wilson, Eshton House, Gargrave-in-Craven.
		The Lord Middleton	Sherbrooke	41	0	41	Mr. Henry Cholmondeley, Estate Office, Sledmere, York. Mr. William Garforth, Swinton Grange, Malton. Mr. Frederick Reynard, Sunderlandwick, Driffield.
F	10	Mr. John Hutchison	Clanranald	44	0	44	Mr. H. Baker, The Cottage, Hardwicke, Gloucester. Major F. Butler, Dollar House, Cirencester. Colonel F. Henry, Elmestree, Tetbury.
		Mr. Thomas Carr	Crom-a-boo	69	2	71	Sir Harry F. Vernon, Bart., Hanbury Hall, Droitwich. Mr. Frederick Ames, M.F.H., Hawford Lodge, Worcester. Mr. C. W. Wicksted, Shakenhurst, Cleobury Mortimer.
		Messrs. Yeomans, Bros.	Roseacre	38	0	38	Captain James Foster, M.F.H., Apley Park, Bridgnorth. Mr. R. Beddard, Cleveland Road, Wolverhampton. Mr. James H. Wyley, Quorn House, Stafford.
		Mr. John Young	St. Clair	54	0	45	Sir W. M. Curtis, Bart., M.F.H., Caynham Court, Ludlow. Mr. A. R. Boughton-Knight, Downton Castle, Ludlow. Mr. G. H. Green, Wigmore Grange, Leintwardine, R.S.O., Herefordshire.
G	6	Messrs. George and Philip Steel	Blue Grass	64	11	75	Mr. Edward Barton, Warton Grange, Carnforth. Mr. Addison Birley, Bartle Hall, Preston. Mr. James S. Fair, Estate Office, Lytham.
		Mr. Peregrine Percy Pratt	Eglamore	60	21	81	Mr. Joseph Lloyd, St. Asaph, North Wales. Major G. Sandbach, Hafodunos, Abergele. Mr. R. W. Williams Wynn, Cefn, St. Asaph.
		Mr. Llewellyn Heywood Jones	Theosophist	52	1	53	Mr. Chas. T. Garfit, Estate Office, Delamere House, Northwich. Mr. Colin MacIver, Estate Office, Warrington. Mr. Walter Mucklow, Elton Grange, Bury, Lancashire.
H	4	Mr. R. N. Sutton-Nelthorpe	Special Pleader	22	0	22	Mr. A. H. Anderson, Estate Office, Kippendavie, Dumblane, N.B. Mr. Edwin Bolton, West Plean, Bannockburn, N.B. Mr. Donald Fisher, Jellyholm, Alloa, N.B.
I	7	Mr. Edwin Hodge Banks	Moss Hawk	74	0	74	Mr. John Bell, Stenton, St. Monnace, R.S.O., N.B. Mr. William Tod, East Brackley, Kinross, N.B. Mr. James Thom, Leden Urquhart, Gateside, Fife, N.B.
J	2	Mr. Duncan Hoyle Gibb	Harpagon	28	1	29	Mr. John H. Dickson, Dabton, Thornhill, Dumfriesshire, N.B. Mr. J. L. Drew, Doonhill, Newton Stewart, N.B. Mr. J. McKie, Ernespie, Castle Douglas, N.B.
K	4	Mr. William Wilson	Sir Harry	57	0	57	Mr. William Ross, Cathay House, Cullen, N.B. Mr. J. S. Robertson, Cawdor Estate Office, Nairn, N.B. Mr. J. P. Stuart, Orbliston, Fochabers, N.B.
L	1	Do.	Melibœus	29	0	29	Mr. Adam P. Cross, Craigiehall, Cramond Bridge, Midlothian. Mr. William Ford, Fentonbarns, Drem. Mr. Thomas M. Skirving, Niddrie Mains, Edinburgh. Mr. James Wylie, Royal Bank of Scotland, Leven Street, Edinburgh.
			Totals	1,300	67	1,367	

APPENDIX E.

RETURN of the NUMBER of STALLIONS exhibited in each DISTRICT CLASS at the LONDON SHOW in the Year 1895. NAMES of OWNERS and winning and selected STALLIONS, together with NAMES and ADDRESSES of the DISTRICT COMMITTEE.

District Class.	Number of Stallions exhibited.	Owner of Stallion.	Stallion.	District Committee.
A	16	H.R.H. Prince of Wales, K.G.	Serpa Pinto	Sir William Ffolkes, Bart., Hillington, Lynn, Norfolk. Mr. A. C. Fountaine, Narford Hall, Swaffham, Norfolk. Mr. C. D. Seymour, Barwick House, King's Lynn.
		Mr. Alexander Fraser	British Prince	Mr. R. Bond, Old Bank House, 6, Butter Market, Ipswich. Mr. A. J. Smith, Rendlesham, Woodbridge. Mr. G. E. Walker, Woodbridge, Suffolk.
		Mr. Walter Norman Richardson	Pumpernickel	Mr. E. B. Barnard, Grove Lodge, Sawbridgeworth, Herts. Mr. W. Smith, The Links, Bishop's Stortford, Herts. Mr. J. Lewis Wigan, Haverbrack, Bishop's Stortford, Herts.
B	12	Mr. Edward Josceline Percy	Brayton	Mr. R. Brydon, Londonderry Offices, Seaham Harbour, Co. Durham. Mr. Clement Stephenson, Sandyford Villa, Newcastle-on-Tyne. Mr. George Wilkinson, Shotton Grange, Blagdon, near Cramlington.
		Mr. Walter Iliffe	Button Park	Mr. G. L. Hoggarth, Westmoreland and Kendal Agricultural Society, Kendal. Mr. J. Wakefield, Sedgewick House, Kendal. Mr. C. H. Wilson, Oxenholme, Kendal.
		Mr. Albert Octavius Haslewood	Four Poster	Mr. Anthony Marshall, Annstead, Chathill, Northumberland. Mr. G. G. Rea, Middleton, Wooler, Northumberland. Mr. T. Tomlinson, Bailiff Gate, Alnwick.
		Mr. William Parkin Moore	King Ebor	Mr. G. J. Bell, 1, Lonsdale Street, Carlisle. Mr. John Steel, Wigton, Cumberland. Mr. J. Thomson, Estate Office, Brayton, Carlisle.
C	17	Mr. Thomas Constable	Belville	Mr. Frank Godson, Temple Bruer, Lincoln. Mr. E. P. Rawnsley, M.F.H., Girsby Manor, Lincoln. Mr. J. Tomlinson, Birthorpe Manor, Billingborough, Lincolnshire.
		Earl of Dysart	Marioni	Mr. Algernon Hack, Buckminster, Grantham. Mr. J. Hornsby, Stapleford Park, Melton Mowbray. Mr. J. Rudkin, Hanby, Grantham, Lincs.
		Mr. Albert Octavius Haslewood	Red Eagle	Mr. J. Barron, Borrowash, Derby. Mr. S. Burton, Derbyshire Agricultural Society, Derby. Mr. F. Drewry, Buxton, Derby.
		Mr. Robert Nassau Sutton-Nelthorpe.	Special Pleader	Mr. Harry Brooks, Keelby Grange, Brocklesbury, Lincs. Mr. Walter Ellis, South Ferriby Grange, Barton-on-Humber, Hull. Mr. R. C. Lowish, Swallow Vale, Caistor.
D	19	Earl Cowley	Bloodstone	Mr. T. Hooper Deacon, The Repository, Swindon, Wilts. Mr. T. B. Miller, M.F.H., The Kennels, Cricklade, Wilts. Mr. Arthur Rich, Oaksey, Malmesbury, Wilts.
		Mr. Peregrine Percy Pratt	Eglamore	Mr. C. Leveson-Gower, Titsey Place, Limpsfield, Surrey. Mr. W. H. J. Hogg, Oakleigh, Pembury, Tunbridge Wells. Mr. T. Hocker, Broxham, Edenbridge, Kent. Mr. H. G. Hoare, M.F.H., Stanstead House, Godstone, Surrey.
		Mr. William Wilson	Sir Harry	Mr. T. J. Bennett, M.F.H., Cobham Court, Cobham, Surrey. Mr. Harry Fuller, 83, High Street, Croydon, Surrey. Mr. W. Wood, Ifield Court, Ifield, Crawley, Sussex.
E	9	Earl of Harewood	Bahadur	Mr. E. C. Brooksbank, Healaugh Old Hall, Tadcaster. Mr. C. M. S. Pilkington, Harewood, Leeds. Mr. F. W. Slingsby, Red House, Moor Monckton, York.
		Mr. Duncan Hoyle Gibb	Harpagon	Mr. W. Harland, Ripon Agricultural Association, Ripon, Yorks. Mr. T. S. Mason, Fountains Hall, Ripon. Mr. W. C. P. Snowden, Risely Hall, Ripley, Yorks.
		Lord Middleton	Sherbrooke	Mr. H. Cholmondeley, Estate Office, Sledmere, Yorks. Mr. W. Garforth, Swinton Grange, Malton. Mr. F. Reynard, Sunderlandwick, Driffield.
F	22	Mr. Thomas Carr	Crom-a-boo	Mr. Fredk. Ames, M.F.H., Hawford Lodge, Worcester. Sir Harry F. Vernon, Bart., Hanbury Hall, Droitwich. Mr. C. W. Wicksted, Shakenhurst, Cleobury Mortimer, Salop.
		Mr. John Rees	Glory Smitten	Mr. J. T. Fisher, Denant, Haverfordwest. Mr. R. H. Harries, Treffgarne Hall, Haverfordwest. Mr. W. V. Thomas, Estate Agent, Carmarthen.
		Mr. Eusebius Gustavus Crowhurst	Just in Time	Mr. Phillip S. Danby, Church Farm, Offchurch, Leamington. Mr. J. H. Davis, Old Park, Warwick. Mr. W. Gilbert, 37, Clarendon Avenue, Leamington.
		Mr. Arthur Pemberton Heywood Lonsdale.	Withernam	Mr. H. Ker Colville, Bellaport Hall, Market Drayton. Mr. H. W. Fell, Shavington Grange, Market Drayton. The Hon. G. Ormsby-Gore, The Lodge, Malpas, Cheshire.
G	12	Messrs. George and Phillip Steel	Blue Grass	Mr. A. Birley, Bartle Hall, Preston. Mr. Jas. S. Fair, Estate Office, Lytham. Mr. Walter Mucklow, Elton Grange, Bury, Lancs.
		Duke of Hamilton and Brandon	Par-ci-par-la	The Hon. J. E. Cross, High Legh, Knutsford. Mr. J. Hornby, Knowsley Estate Office, Prescot. Mr. Colin McIver, Estate Offices, Warrington.
		Earl of Shrewsbury	Sydenham	Rev. J. Armitstead, The Vicarage, Sandbach, Cheshire. Mr. John Edwards, Haslington Hall, Crewe. Mr. Thomas Parton, Weston Hall, Crewe.
H	3	Mr. John Hutchison	Chip Chase	Mr. Thomas Calder, Swinton Hill, Coldstream, N.B. Mr. James Elliot, Burnhead, Hawick, N.B.
I	3	Mr. Edwin Hodge Banks	Moss Hawk	Mr. W. Blackie, The Stables, Montrave, Leven, Fife. Mr. John Scott, Balloue, St. Andrews, N.B. Mr. T. Webster, Nisbetfield, Collessie, Fife.

District Class.	Number of Stallions exhibited.	Owner of Stallion.	Stallion.	District Committee.
J	2	Mr. John Hutchison - - -	Clanranald - -	Mr. J. H. Dickson, Dabton, Thornhill, Dumfriesshire, N.B. Mr. J. L. Drew, Dconhill, Newton Stewart, N.B. Mr. J. McKie, Ernspie, Castle Douglas, N.B.
K	4	Mr. George Jeffery - - -	Dry Toast - -	Mr. William Ross, Hilton Farm, Buckie, N.B. Mr. J. S. Robertson, Cawdor Estate Office, Nairn, N.B. Mr. J. P. Stuart, Orbliston, Fochabers, N.B.
L	5	Mr. Frank Godson - - -	The Salt - -	Mr. William Ford, Fentonbarns, Drem, N.B. Mr. James Lesslie, Boghall, Linlithgow. Mr. T. M. Skirving, Niddrie Mains, Edinburgh. Mr. James Wylie, Royal Bank of Scotland, Leven Street, Edinburgh.

APPENDIX F.

The following Table shows the Number of Stallions entered at the Shows in the Spring of the Years 1889 to 1895 inclusive:—

1889.	1890.	1891.	1892.	1893.	1894.	1895.
90	98	105	117	105	97	124

The following gives the Number of Stallions sent by the Judges for Veterinary Examination, and the Number passed as Sound by the Veterinary Inspectors:—

	1889.	1890.	1891.	1892.	1893.	1894.	1895.
Stallions sent for veterinary inspection -	52	60	52	58	55	47	56
Stallions passed as sound after veterinary inspection - - - - -	35	43	38	33	44	42	46

The Number of Stallions rejected by the Veterinary Inspectors, and the reason and cause thereof:—

Causes for Disqualification.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
Roaring - - - - - -	—	4	1	2	—	—	2
Whistling - - - - -	—	—	—	10	3	2	1
Unsound feet - - - - -	—	2	1	1	—	1	—
Ringbone - - - - - -	—	—	4	—	—	1	2
Navicular disease - - - -	—	—	—	—	—	—	—
Spavin - - - - - -	—	9	8	5	4	1	5
Cataract - - - - -	—	2	—	7	4	—	—
Total rejected in each year - -	17*	17	14	25	11	5	10

* No particulars for 1889.

THE INEBRIATES ACTS, 1879 and 1888.

FIFTEENTH REPORT

OF THE

INSPECTOR OF RETREATS,

UNDER

THE INEBRIATES ACTS, 1879 AND 1888,

FOR THE YEAR 1894;

WITH

APPENDIX.

Presented to Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
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1895.

[C.—7861.] *Price* 2*d.*

Fifteenth Report of the Inspector of Retreats, under the Inebriates Acts, for the year 1894.

SIR, Home Office, 31st July 1895.

I HAVE the honour to submit my Fifteenth Annual Report upon the nine Retreats licensed under the Inebriates Acts during the year 1894, together with a copy of the official rules made for their management.

1. In the schedule annexed I have arranged the full particulars as to these establishments.

2. The whole of the eight Retreats existing in 1893 were relicensed, and one new one was added to the list. Capel Lodge, licensed to Dr. Edward Norton for eight male patients, is situated in a very healthy position above the Warren on the high road between Folkestone and Dover.

3. As a rule the general condition of the Retreats has been very satisfactory. With the exception of one female patient, who died at Chiswick from pericarditis shortly after admission, the health of the inmates proved on the whole to be very good.

4. The admissions during the 12 months again show a slight increase in number, viz., 133, as against 129 in 1893.

5. Sections 12 and 19 of the Acts, relating respectively to patients' discharge and leave of absence, were taken advantage of from time to time at the various Retreats during the year.

6. The observations, relating to the working of the Acts and the result of treatment, with which I have been favoured by the Licensees of the following Retreats will be read with interest:—

Chiswick.—"The year 1894 has been a very marked one in the history of this "institution. Further additions have been made to the premises, with the result that "we are now able to receive for treatment, and properly classify, a much larger "number of patients than formerly. During the year there have been 98 cases under "treatment, 37 of which have been Government ones, all of whom, with three excep-"tions, remained for the full term (one year). The same also may be said of the "private cases; but of course we at times find the task of inducing them to remain "in the Home a very difficult one, particularly when we have to deal with women of "an excitable temperament, and we cannot but wish most earnestly for compulsory "legislation. The general health has been excellent, and the rapid recovery of many "who have been brought to us very ill from the effects of alcohol has been surprising. "One death occurred among the Government patients a few weeks after admission; "this, however, was seen from the first to be inevitable. We have now opened another "house in Chiswick, distinct from but still in connexion with St. Veronica's, which "we hope to use as a hospital for women of the upper classes who are really ill from "the effect of drink, and who require special medical treatment. This house, too, we "hope to place under Government supervision, feeling most strongly that such "supervision is a great safeguard, not only for patients but also for Licensees.

Folkestone.—"I consider the working of the Inebriates Acts to be fairly satisfactory. "Private patients (*i.e.*, those who will not come into this Retreat under the Act) have "to submit to the same discipline with those under the Act, and thus much reflected "good is done. It would, I believe, help many wavering candidates for admission "if the signature of one justice of the peace were accepted, instead of two as at present.

Fallowfield.—"The Manchester Retreat for Inebriate Women was opened July 24th, "1890. It has for its object the restoration of women of every class, who have fallen "victims to the drink-habit, and who desire to amend. It is conducted under the "Inebriates' Act of 1879, 1888, no patient being admitted unless she places herself "under restraint for a year, as the Acts direct. Taught by experience, we admit none "over 50 years of age, as the younger the patient, the greater the likelihood of cure.

" The Grove is one of the largest Retreats for women open under Government licence. " It is visited by an Inspector appointed by the Crown. Richer and poorer patients " are received; the former paying for their board, the others paying smaller sums " and employing themselves in useful and remunerative work.

" *Need of such Retreats.*

" There is abundant need for such retreats. Among the well-to-do alone, no " domestic miseries are more hopeless, and few more frequent, than those which are " caused by the father or mother being a drunkard; probably the drunkenness of the " mother is the saddest case of all. Again, it is painfully common for a woman to be " brought before the bench scores and even hundreds of times for being drunk, and " punished over and over again with short terms of imprisonment. Imprisonment in " such cases is the most futile of resources; the poor creature is released just when " the pains of debauch are over, and the crave for drink has returned, but too early " for any cure of her disease, moral or physical, to have been made. The fact cannot " be too frequently reiterated that nothing short of prolonged restraint from the use " of stimulants,—until the crave has died away, and the constitution recovers its " normal condition of health,—is of any avail as a remedy. Even the twelvemonth " prescribed by law proves not a day too long.

" *Work in* 1894.

" The following figures will describe the work of the Grove during the year ending " December 31st, 1894 :—

" Number of applications	128
" ,, admitted	24
" Left after a year's stay	23
" At present in the Retreat	25

" *Method of Treatment.*

" The methods adopted at the Grove are simple and natural. They are immediate " and entire abstinence from strong drink, strict regularity of life, constant and " cheerful employment, gentle firmness and unfailing sympathy, and a religious " influence always present and often directly urged.

" The Grove and its beautiful grounds form bright and healthful surroundings, " while skilful and kindly medical help is always at hand, thanks to the unfailing " kindness of our Honorary Medical Advisers. It may be of interest to note that " among the patients, we have had one in whom the habit of cigarette-smoking was " combined with inebriety; another case was complicated by the opium-habit. It " may be added that our experience has confirmed what has often been proved before, " that even in the case of the worst habitual drinkers, no harm, but the reverse, is " done to the health by the sudden and complete disuse of all alcoholic drinks.

" *How far Successful.*

" It is a common opinion that when once a woman has taken to drink, recovery is " impossible. It is therefore natural for the question to be asked, how far has the " Grove achieved success? Do the patients who leave us, stand firm? Before " answering this question, it should be remembered what sort of patients we receive. " They are not persons who have just begun to drink to excess, and have suddenly " awoke to their peril. Such persons do not seek refuge in a licensed retreat; they " try, often vainly, to recover themselves by easier methods. The patients who come " to the Grove are those who have run their course, and come to utter misery. They " are often destitute and outcast from their friends, broken down in health and self- " respect, and utterly degraded. They are the wrecks of womanhood. They are " among the worst cases that can be dealt with. If then we find that 25 per cent. is " the average proportion of patients who give evidence of permanent recovery, we " need not express either wonder or regret. The wonder is that so many should " stand firm, considering the abundant temptations which meet them upon leaving the " Grove, in the allurements of the ubiquitous liquor-trade and the pernicious customs " of society. And it should further be mentioned that if one of our old patients is " known to take stimulants in ever so small a quantity, she is recorded in our books

" as relapsed, although she may not be known (as yet) to have become an inebriate. " It is meantime an enormous comfort to the Committee and workers at the Grove to " receive frequent letters and visits from former patients, who testify to the blessings " they have received. Four women who left in 1891 (our first year) still remain " steadfast abstainers, and are doing well in their several stations of life. Six who " left in 1892 have stood firm; nine from 1893.

" Need of a Change in the Law.

" As the law now stands, an inebriate must place himself in a Retreat *of his own* " *free will.* Now it is notorious that inebriates are peculiarly wilful and capricious, " and seldom have any idea of the strength of their evil habit. It is therefore no " wonder that many who sorely need the wholesome restraint of a Retreat, utterly " refuse to enter it; while others after consenting, change their minds by the time " they are brought before two magistrates to give the formal declaration. Piteous " letters reach us from daughters and friends of wretched inebriates,—here is a " specimen:

" 'She is not conscious of the awful suffering she is causing, although she sees her " 'widowed mother almost broken-hearted. Oh! why do the laws of our country not " 'make it compulsory, that they who ruin home happiness should be sent to a " 'Retreat.'

" Of course when once a patient enters a Retreat, the law gives power to the " licensees to retain him, and should a patient escape, he can be recovered under a " warrant. One of our patients was thus brought back to the Grove, all the way from " the South of England, during the past year. But compulsory powers should be " granted to the friends of an inebriate, under due safeguards, to place him in a " Retreat, and the magistrates should be granted a similar power of dealing with " inebriates who are brought before them, as an alternative for imprisonment.

" A slight step in this last direction has been made in an Act to consolidate the " Acts relating to the Prevention of Cruelty to, and Protection of Children, dated " August 17th, 1894. As by far the largest amount of cruelty to children, perhaps " 70 or 80 per cent. of the cases are due to parental neglect consequent upon mere " drunkenness, it has been found necessary to give the magistrates larger powers to " deal with cases of this kind. The Court is empowered, in case of cruelty which is " the result of drunkenness, to commit the offender to a Retreat for Inebriates, as an " alternative to imprisonment,—but only *if the offender is willing.* So absurdly jealous " is the law even now of the liberty of the criminal; and so careless of the happiness " of those whom his liberty threatens.

" Section II. of the Act is thus worded:—'When it appears to the Court by or " 'before which any person is convicted of . . . cruelty within the meaning of " 'this Act . . . that that person is a parent of the child, or is living with the " 'parents of the child, and is an habitual drunkard within the meaning of the " 'Inebriates' Acts, 1879–88, the Court, in lieu of sentencing such person to imprison- " 'ment, may, if it thinks fit, make an order for his detention for any period named " 'in the order, not exceeding twelve months in a Retreat under the said Acts . . " 'and the said order shall have the like effect in like manner as if it were an " 'application duly made by such person and duly attested by two justices under the " 'said Acts . . provided that (*a*) an order for the detention of a person in a " 'Retreat shall not be made . . unless that person . . consents to the order " 'being made; and (*b*) if the wife or husband of such person . . objects to the " 'order being made, the Court shall . . take into consideration any representation " 'made to it by the wife or husband; and (*c*) before making the order the Court " 'shall to such extent as it may deem sufficient, be satisfied that provision will be " 'made for defraying the expenses of such person during detention in a Retreat.'

" It is clear therefore that the law adds little to our power of dealing with habitual " drunkards beyond the fact that here for the first time the system of Retreats has " been recognised by another Act."

Kingswood Park.—" We have nothing further to say with regard to the working of " the Inebriates Acts. The drawbacks and suggested amendments for the improved " working of the Acts have been pretty fully stated by the Licensees of other Retreats " as well as ourselves.

" The following statistics we have drawn up for your perusal, which we think " clearly shows the work done in the Retreat during the one year and nine months

" out of the two years for which period the Retreat has been licensed. We have " received reliable information relative to a large number of the patients who have " been under treatment in this Retreat, and showing that 42 per cent. of the total " number discharged are doing well. From 19 per cent. of the patients, or their " friends, we have not heard, although such being the case we have no reason to " suppose that all have had a relapse. The above statistics show that the majority of " the successful cases were detained for periods ranging from 6 to 12 months, and the " average age to be about 41 years. As regards marriage the proportion of married " to single men is as six of the former to five of the latter."

No. of Patient.	Date of Admission.	Date of Discharge.	Period of Detention.	Duration of Case.	Age.	Marriage.	Occupation.	Result.
1	10 May 1893	9 Nov. 1893	6 months	2 years	48	Widower	Cotton Waste Merchant.	Good.
2	2 June 1893	1 Dec. 1893	6 months	13 years	34	Married	Surgeon	Died August 1894 (pneumonia). He carried on his practice successfully up to that date.
3	6 June 1893	5 Feb. 1894	8 months	24 years	38	Single	Surgeon	This patient up to the present is a strict abstainer. He is now successfully practising, and before he entered this Retreat was supported by his friends. To use a common phrase, "was never sober" from the age of 16.
4	12 June 1893	11 June 1894	12 months	25 years	46	Single	Shipping Merchant	Up to December 1894 this patient was all right; since then no news has been received.
5	29 July 1893	28 Oct. 1893	3 months	5 years	40	Married	Bank Clerk	Relapse.
6	18 Aug. 1893	17 Aug. 1894	12 months	12 years	33	Single	Pianoforte Manufacturer	Since December we have heard that the patient has been well, and successfully working at his business.
Re-admitted.	20 Sept. 1894	19 Dec. 1894	3 months	—	—	—	—	
7	15 Sept. 1893	14 Sept. 1894	6 months (6 months' leave of absence).	8 years	55	Single	Cotton Merchant	No news received of patient since he he left the Retreat.
8	22 Sept. 1893	21 March 1894	4 months (2 months' leave of absence).	3 years	45	Married	Draper	Up to September last the patient was in good health.
9	2 Nov. 1893	1 Nov. 1894	12 months	4 years	38	Married	Shipping Clerk	Good.
10	7 Nov. 1893	6 Nov. 1894	12 months	5 years	41	Married	Solicitor	Doubtful case.
11	20 Nov. 1893	19 Feb. 1894	3 months	2 years	50	Single	Land Agent, J.P.	Up to August last the patient was well.
12	11 Jan. 1894	10 April 1894	3 months	2 years	37	Married	Builder and Contractor.	Relapse.
13	16 Jan. 1894	15 July 1894	6 months	2 years	33	Married	Licensed Victualler	Relapse.
14	14 Feb. 1894	13 May 1894	3 months	—	60	Married	Retired Admiral in H.M. Navy	Relapse.
Re-admitted.	9 June 1894	8 Sept. 1894	3 months	—	—	—	—	
15	26 Feb. 1894	25 Aug. 1894	6 months	3 years	30	Single	Gentleman	Relapse.
16	20 April 1894	19 Oct. 1894	6 months	10 years	36	Single	Clerk	Good.
17	24 April 1894	23 Oct. 1894	6 months	15 years	30	Single	Cattle Salesman	Relapse.
18	24 April 1894	23 July 1894	3 months	2 years	30	Single	Clerk in Wine and Spirit Trade.	Relapse.
19	30 April 1894	29 April 1895	12 months	12 years	38	Widower	Stationer's Clerk	—
20	7 Aug. 1894	6 Nov. 1894	3 months	10 years	37	Married	Gentleman	No news received of patient since he left the Retreat.
21	14 Aug. 1894	13 Nov. 1894	2 months (1 month's leave of absence).	26 years	50	Married	Carpenter	Good.
22	17 Sept. 1894	—	—	—	—	—	—	—
23	18 Sept. 1894	17 Dec. 1894	3 months	1 year	25	Single	Lime Merchant	No news received of patient since he left the Retreat.
24	17 Sept. 1894	—	—	—	—	—	—	—
25	31 Oct. 1894	30 Jan. 1895	3 months	3 years	34	Married	Licensed Victualler	No news received of patient since he left the Retreat.
26	30 Nov. 1894	1 March 1895	2 months (1 month's leave of absence).	2 years	36	Married	Boot Manufacturer	Good.

Dalrymple Home, Rickmansworth.—" During the year 22 patients were admitted " under the Inebriates Acts, and 11 as private patients, maintaining the excess (noted " in my last report) of those entering as signed cases over patients admitted without " justices' attestation. Thus in the two years just concluded, 1893–94, 45 entered " under the Act, and 28 as private patients, a clear indication of general tendency to " acknowledgment of utility, and appreciation of the power vested in us under the " provisions of the Acts.

" I am pleased to be able to report some very successful cases, and undoubtedly a " larger percentage of good results than have rewarded our efforts in any previous " year. During the winter months especially, the tone of the house was excellent, " and the prevailing feeling amongst the patients themselves was uniformly a desire " for the common weal and individual improvement.

" Old patients continue to report themselves at odd times, and I have during the " year heard of or from some who, after periods varying from seven to 10 years, still

" remain abstainers, many having in the meantime recovered old positions or secured " new ones, and all are grateful for the help and treatment which enabled them to " start afresh in life.

" Evidence is daily forthcoming of the difficulties arising from the well known " defects and weakness of the present Acts, these have, however, so often been pointed " out that reiteration here seems unnecessary.

" This home has been throughout the year full up to the licensed number, and for " every admission 10 or 15 applicants have been turned away either for want of " accommodation on our part or want of means on theirs. The demand for assistance " in the matter of homes for the poorer classes is continually evident.

SUMMARY of the THREE HUNDRED AND SEVENTY-SEVEN CASES discharged since the opening of the DALRYMPLE HOME.

Number of Patients :—

Under the Act	177
Private	200
	377

Periods for which Patients have entered :—

Under the Act—

Entered for 12 months	55
„ 9 „	10
„ 8 „	4
„ 6 „	52
„ 3 „	56
	177

As Private Patients—

Entered for 12 months	32
„ 9 „	14
„ 6 „	46
„ 4 „	6
„ 3 „	102
	200

Age :—

Between 20 and 30 years	61
„ 30 „ 40 „	196
„ 40 „ 50 „	99
„ 50 „ 60 „	21
	377

Average of all Patients, 35·82.

Previous Residence of Patients :—

England—	
London	137
Provincial	174
Scotland	23
Ireland	20
Wales	1
France	5
Switzerland	3
Cape Colony	1
Australia	3
New Zealand	1
United States	3
Canada	1
South America	2
India	2
Straits Settlements	1
	377

Religion :—

Protestant	363
Roman Catholic	14
	377

Education :—

College	83
Good	248
Fairly Good	25
Elementary	21
	377

Marriage :—

Married	203
Single	155
Widowed	19
	377

Occupation :—

Retired Naval Officers	4
Retired Military Officers	16
Medical Practitioners	28
Students of Medicine	5
Barristers-at-Law	4
Solicitors	18
Artists and Theatrical	5
Tutors	10
Professors of Music	3
Civil Servants	13
Clerks in Holy Orders	8
Publisher	1
Marine Merchant Service	6
Accountants	3
Auctioners	2
Stockbrokers	3
Librarian	1
Clerks	39
Land and Commission Agents	3
Underwriters	2
Engineers	12
Manufacturers	18
Distillers, Brewers, and Hotel-Keepers	7
Builder	1
Shopfitter	1
Drapers	3
Merchants	41
Farmers	8

Commercial Travellers	9
Bankers	2
Chemists	4
Engraver	1
Dentist	1
Tailor	1
Agents	3
Journalists	2
Architects	3
Naturalist	1
Gentlemen of no occupation	85
	377

Family History :—

Insanity	in 27 cases
Inebriety—	
Father or Mother	„ 60 „
Grandparents (with Uncles or Brothers)	„ 33 „
Brothers	„ 21 „
Uncles	„ 61 „
No history of insanity or inebriety obtainable	„ 175 „

Temperament :—

Nervous	214
Sanguine	83
Nervo-Sanguine	56
Phlegmatic	22
Passionate	2
	377

Associate Habits :—

Tobacco	321
Chloral and Tobacco	4
Morphia	4
Morphia and Cocaine	2
Opium or Chlorodyne and Tobacco	6
Sulphonal	1
No other apparent habits	39
	377

Drinking Habit :—

Regular	261
Periodical	113
Morphinism without Alcoholism	3
	377

Frequency of Periods :—

Every week	5
„ 2 weeks	8
„ 3 „	9
„ 4 „	29
„ 6 „	8
„ 2 months	24
„ 3 „	11
Very irregular	19

Average of time addicted in all cases, $7\frac{1}{2}$ years.

Delirium Tremens :—

Patients who have had 1 attack	78
„ „ 2 attacks	36
„ „ 3 „	8
„ „ 5 „	1

Ordinary Habits :—

Described as Social	348
„ Solitary	29
	377

Kind of Inebriant used :—

All Spirits	127
Whisky	110
Brandy	29
Gin	5
Wine	29
Wine and Beer	10
Beer	7
Beer and Spirits	48
Various	9
Morphia and Cocaine	2
Absinthe	1
	377

Previous Residence in other Retreats or under Private Care :—

Once	51 parents
Twice	16 „
Insane Asylum	2 „

Exciting Cause :—

Sociability	188
Nervous Shock—	
Domestic Trouble	27
Business Worry	22
Financial Loss	3
No Occupation	23
Influence of Occupation—	
Commercial Travelling	7
Wine and Beer Merchants	8
Cattle Salesman	1
Stock Exchange	2
Colonial Life	2
Army Life	5
Overwork	23
Ill-health	31
Injury	14
Not assigned	13

Complicating Diseases :—

Phthisis	6
Pulmonary Congestion	1
Asthma	5
Chronic Rheumatism	8
Gout	11
Syphilis	10
Urethral Stricture	3
Dyspepsia	5
General Debility	21
Amaurosis	2
Alcoholic Neuritis	7

Renal Disease	3
Alcoholic Convulsions	14
Cirrhosis	3
Chronic Dysentery	1
Hæmorrhoids	3
Habitual Constipation	1
Skin Diseases	2
Æsophageal Stricture	1
Fistula	3
Oxæna	1
Varicocele	1

Discharged :—

Efflux of time	360
Illness	7
Unsuitable for treatment	10
	377

Term of Residence :—

12 Months and longer	72
9 „ „	23
8 „ „	9
6 „ „	90
5 Months and longer	6
4 „ „	8
3 „ „	159
2 „ „	3
1½ „ „	2
1 „ „	5
	377

Average length of period under treatment of all patients discharged, about six months.

After-history :—

Doing well	122
Improved	14
Not improved	142
Insane	5
Dead	23
Not heard from	71
	377

Re-admitted - 35

Westgate-on-Sea.—" In reply to your inquiry as regards the practical working of the " Inebriates Acts, I have to say that I believe these Acts have done a very great deal " more than is usually recognised for the cause of temperance and for the good of " the community in general; for it is evident that so long as the generally recognised " view of inebriety is that it is always a vice instead of being, as it very often " indubitably is, a neurosia, so long will its existence in a family be hidden as far as " is possible, and the methods and means and places of cure be discussed as privately " as possible, so that it is quite common to come across even well-informed people " who are familiar enough with the fact that some person related to or well known " by them needs curative restraint, and who nevertheless have no idea of what a " Retreat is, and who have no knowledge that Inebriates Acts not only exist but have " existed for the last 15 years.

" It is very much to be desired that any new legislation on this subject shall " provide simpler means for the adoption of the Acts by those for whose benefit they " are intended. Instead of the needlessly cumbrous requirements of the patient's " signature before two magistrates, it should suffice that he should sign the request " for reception before one justice or before any commissioner for the administration " of oaths or notary public. The limit of detention should be extended to two years, " because there is a natural tendency on the part of the patient to think that the " limit can be intended only for the worst cases, and that his is a comparatively mild " one for which a lesser period will be adequate. I note with satisfaction that there " seems to be an increasing tendency for ladies to place themselves under restraint, " and I look forward to a still larger measure of success when cases come earlier " under treatment than is usually now the case. Extended legislation will no doubt " in the more or less immediate future provide for committal to a Retreat instead of " to a Prison, in cases which have come frequently into the hands of the police, but " a further measure of wider application is needed to reach those who, without coming " into actual conflict with the law, continue, either for want of power or want of " will, to dissipate their means, to ruin their own lives, and destroy the happiness of " those related to or dependent on them. I cannot think that it is beyond the ability " of the framers of Statutes to provide for the compulsory detention of such without " in the smallest degree endangering the liberty of the subject, of which, in this " connection, we hear so much from those who have no wish to submit to restraint " because they have no wish to be otherwise than as they are."

7. Early in the present year (1895), Amesbury House, Amesbury, Wilts, was licensed to Dr. P. J. Barcroft for the reception of three patients (two male and one female). In 1887 this house was opened for a short time as a Retreat by Dr. Westbury.

8. It may be of interest to mention, in conclusion, that during the present year two inebriate women, who were convicted of the offence of cruelty within the meaning of the Prevention of Cruelty to Children Act, 1894, were ordered by the stipendiary magistrates who tried the cases to be detained for specified periods at two of the Retreats licensed under the Inebriates Acts.

I have the honour to be,
Sir,
Your most obedient Servant,
H. W. HOFFMAN,
Inspector of Retreats.

The Right Honourable
Sir Matthew Ridley, Bart., M.P.,
&c. &c. &c.,
Secretary of State for the Home Department.

SCHEDULE referred to in the FIFTEENTH REPORT of the INSPECTOR OF RETREATS under the Inebriates Acts, 1879 and 1888, for the Year 1894.

Number of Retreats - - - - - - 9.

Name and Situation of Retreat.	Name of Licensee.	Date of Licence or Renewal of Licence.	Number of Patients licensed for.	Sex.	Number of Patients remaining, 31st December 1893.	Number of Patients admitted during the Year 1894.	Number of Patients discharged during the Year 1894.	Deaths during the Year 1894.	Number of Patients remaining, 31st December 1894.
St. Veronica's, Burlington Lane, Chiswick -	Isabelle Frances Smith and Hannah Maria Hansom.	13th March 1894 - (Renewal.)	25	Female - -	15	22	14	1	22
The Grove, Egerton Road, Fallowfield, near Manchester.	Mrs. Mary Hughes and Miss Elizabeth Pritchard.	26th July 1894 - (Renewal.)	25	Female - -	25	23	25	Nil	23
Capel Lodge, near Folkestone - -	Edward Norton, M.D. -	2nd January 1894	8	Male - -	Nil	4	2	Nil	2
Kingswood Park, near Bristol - -	T. Walter Brimacombe, M. Isabella Brimacombe, and R. W. Brimacombe, L.R.C.P., M.R.C.S.	3rd April 1894 - (Renewal.)	18	Male - -	8	17	20	Nil	5
Dalrymple Home, Rickmansworth - -	R. Welsh Branthwaite, L.R.C.P. Lond., M.R.C.S. Eng.	6th July 1894 - (Renewal.)	20	Male - -	11	22	18	Nil	15
High Shot House, St. Margaret's, Twickenham.	R. Welsh Branthwaite and F. H. Bromhead, M.D.	7th April 1894 - (Renewal.)	12	Male - -	5	8	6	Nil	7
Old Park Hall, Walsall - - -	F. J. Gray, L.S.A. -	24th Nov. 1893 - (Not renewed.)	14	10 male and 4 female.	9	5	14	Nil	Nil
Daisy Bank, Walsall - - -	F. J. S. Gray, and F. J. Gray, L.S.A.	6th April 1894 - (Renewal.)	10	Female - -	2	2	2	Nil	2
Tower House, Westgate-on-Sea - -	A. F. Street, M.A., M.D., B.S. (Cantab), and F. Bridgman Smith.	16th October 1894 (Renewal.)	20	14 male and 6 female.	12	30	26	Nil	16
			152	70 female and 82 male.	87	133	127	1	92

APPENDIX.

THE INEBRIATES ACTS, 1879 AND 1888.

RULES FOR THE MANAGEMENT OF RETREATS LICENSED UNDER THE ABOVE ACTS.

I, the Right Honourable Henry Matthews, being one of Her Majesty's Principal Secretaries of State, by virtue of the power conferred on me by section 17 of the Act 42 & 43 Vict. c. 19, do hereby revoke the Rules for Retreats made on the 1st day of January 1880 by the Right Honourable Sir Richard Assheton Cross, G.C.B., then one of Her Majesty's Secretaries of State, and also the additional rules made on the 10th day of August 1883 by the Right Honourable Sir William Vernon Harcourt, then one of Her Majesty's Principal Secretaries of State, and in their place I do hereby make the following rules for the management of retreats licensed under the above Acts.

Plans.

1. The plan or plans submitted to the justices according to the Form No. 1 of the second schedule of the Habitual Drunkards Act, 1879, shall be hung up in some conspicuous place in the retreat.

On the plan or plans the rooms to be appropriated to the use of the "habitual drunkards," herein-after termed "patients," shall be distinguished from those used by the licensee and his family.

Books.

2. The licensee of the retreat shall provide and keep the following books, namely, "The Register of Admissions" and "The Register of Discharges and Deaths."

These books shall respectively be in the forms, and contain entries of the particulars given and indicated in the Schedules A. and B. hereto annexed.

He shall also provide a "Case Book," in which the medical attendant, or the licensee, if acting as medical attendant, shall enter the name, sex, and previous occupation of every patient admitted into the retreat, and whether he or she is married, single, or widowed.

Subsequent entries shall be made therein recording the progress of each case, and also all bodily ailments, injuries, or accidents happening to the patients; the medicines and alcoholic stimulants (if any) administered; and the special treatment adopted for the cure of the patient, with the result. Such entries shall be made monthly or oftener. Should any physical coercion or restraint be employed, a full detail of the circumstances shall at once be entered in this "Case Book."

The licensee shall also provide a book to be called the "Visitors Book," with which shall be bound up Queen's Printer's copies of the above Acts, which shall be for the use of the inspector, and the inspector shall enter therein such observations and report as he may think fit; and a copy of all such entries shall, within three days after the date thereof respectively, be transmitted by the licensee to a Secretary of State by post.

The licensee shall keep a list of all patients residing in his house, or who may be absent on license, together with the payments made by or for each of them.

Notices.

3. In addition to the notices required by the Acts, the licensee shall, within two clear days after the death or discharge of any patient in the retreat, send by post notice of such death or discharge to the clerk of the local authority and to a Secretary of State.

The licensee shall, within two clear days, send by registered letter to the inspector notice of every license permitting a patient to be temporarily absent from the retreat, and such notice shall give the name and address of the person with whom the patient is to reside during such absence.

He shall also, within the same time, send notice by registered letter to the inspector of every escape of a patient, and, if subsequently re-taken, of the return of such patient to the retreat.

Inspection.

4. All parts of the retreat shall at all times be open to the inspector, and shall be shown to him at his visitation, and every patient detained in the retreat shall be produced to him. The licensee shall give full and true information to the inspector in reply to such inquiries as he may deem necessary, and lay before him all books, registers, lists, and documents by the Acts or hereby required to be kept, and at all times furnish him with copies of any entries which he may require.

The licensee and the medical attendant respectively shall, whenever required by the inspector, furnish him with a special report upon the mental and bodily condition and conduct with reference to abstinence from intoxicating liquor, or otherwise, of any patient on the register of the retreat.

Habitual Drunkards being or becoming Insane.

5. If any patient admitted into or detained in the retreat shall be found to be, or shall while in the retreat become insane, the licensee shall immediately give notice thereof by registered letter to the inspector, to the person by whom the last payment for such patient was made, and to one at least of the persons who signed the statutory declaration under section 10 of the Habitual Drunkards Act, 1879, and also to the relieving officer of the union or parish in which the retreat is situated, to the intent that the patient so being or becoming insane may forthwith be placed under proper care and control as a lunatic.

Separation of Sexes.

6. The licensee shall, in cases where patients of both sexes are received in a retreat, make due provision for the separation of the sexes at night, and at all but defined hours in the daytime.

Visits of Friends.

7. Patients in a retreat may at all reasonable times be visited by their relatives and friends: Provided always, that if in any case the licensee shall think that the visit of any particular person or persons would at any particular time, or generally, be prejudicial to the patient proposed to be visited, or would be likely to hinder the cure of such patient, he may prohibit such visit.

In the case of a prohibited visit, the licensee shall give his reasons for refusal, in writing, to the visitor, and an entry of such reasons shall be made in the "Case Book," and a copy thereof sent to the inspector within 24 hours.

The inspector may, at any time, give an order in writing under his hand for the admission to any patient of any relative or friend of such patient of either sex (or of any medical practitioner whom any such relative or friend of such patient shall desire to be admitted to the patient), and such order of admission may be for a single admission or for an admission for a limited number of times, or for admission generally at all reasonable times.

The licensee may, if he shall think fit, direct that interviews between patients and visitors of the opposite sex shall take place in the presence of an official or attendant of the retreat.

Patients' Letters.

8. The licensee shall post or forward all letters written by the patients of his retreat according to the intentions of the writers, unless he shall have good reason to know that they are written for the purpose of obtaining intoxicating liquor or other prohibited articles, or of promoting the escape of a patient.

He shall also deliver unopened all letters and parcels addressed to his patients unless he has good grounds for believing that they contain prohibited articles, in which case he may require the patient to open such suspected letter or parcel in his presence.

Any suppressed letters or parcels must be forwarded to the inspector within two days, to be dealt with as the Secretary of State shall direct.

Provided always, that all letters written by a patient and addressed to a Secretary of State, to any Judge of the High Court of Justice, to a County Court Judge, to the local authority or clerk thereof, or to the inspector, shall be forwarded unopened and without delay.

Public Houses.

9. A patient detained in a retreat shall not without written permission from the licensee of the retreat enter any public house or other house where intoxicating liquors are sold.

Intoxicating Liquors.

10. Without special written authority from the medical attendant of a retreat a patient shall not take any intoxicating liquor, or sedative narcotic, or stimulant drug, or preparation.

Prosecutions.

11. It shall be the duty of the inspector to report to the Secretary of State any serious offence against the provisions of the Acts, or these Rules, which may be brought to the notice of the inspector, with a view to take such action in relation thereto as the Secretary of State may direct.

Attendants.

12. Every attendant and servant shall be duly informed of the offences specified in the Acts, and of the penalties attached to the commission thereof. They shall also be furnished with a copy of the "Regulations and Orders" authorised by the inspector, and it shall be the duty of the licensee to prosecute every attendant offending against the Acts or these rules, and in case of conviction to dismiss the offender from his service.

Regulations and Orders.

13. "Regulations and Orders" (not inconsistent with these rules) for the domestic arrangements of the retreat and the management and treatment of the inmates thereof, shall within one month from the granting of the license, be drawn up by the licensee, and by him be submitted to the inspector; and such "Regulations and Orders," when approved by the inspector, shall be adopted and strictly observed in the conduct of the establishment.

Whitehall,
10th August 1888.

HENRY MATTHEWS.

SCHEDULE A.

Register of Admissions.

Date of previous Admission (if any).	No. in Order of Admission.	Date of Admission.	Christian and Surname at Length.	Sex.		Age.	Condition as to Marriage.			Condition of Life.	Previous Place of Abode.	Date of Application and of Justices Attestation.	Condition of Health.	Date of Discharge or Death.	Discharged.	How discharged.	Died.	Observations
				M.	F.		Married.	Single.	Widowed.									
	1	1880. Jan. 3	William Johnson -	1	—	29	—	1	—	Stockbroker -	- - -	1879. December 30 -	Good	1880. June 21 - -	1	Efflux of time.		
	2																	
	3																	
	4	1881. Apr. 5	Jane Smith -	—	1	45	1	—	—	Wife of Tailor -	- - -	1881. April 1 - -	Feeble	1881. September 9 -	—	—	1	

SCHEDULE B.

Register of Discharges and Deaths.

Date of Discharge or Death.	Date of last Admission.	No. in Register of Admission.	Christian and Surname at Length.	Discharged. Sex.		How discharged.	Died. Sex.		Age at Death.	Assigned Cause of Death.	Observations.
				M.	F.		M.	F.			
1880. June 21 - -	1880. January 3 -	1	William Johnson -	1	—	Effluxion of time.					
1881. September 9 -	1881. April 5 - -	4	Jane Smith -	—	—	- - -	—	1	46	Phthisis.	

REPORT

OF THE

DEPARTMENTAL COMMITTEE

UPON

MERIONETHSHIRE SLATE MINES;

WITH APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
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Report of the Departmental Committee upon the Slate Mines of Merionethshire.

TO THE RIGHT HONOURABLE H. H. ASQUITH, Q.C., M.P., HER MAJESTY'S PRINCIPAL SECRETARY OF STATE FOR THE HOME DEPARTMENT.

SIR, Blaenau Festiniog, 10th December 1894.

IN obedience to the instructions contained in your letters, B. 12,393 HA., of November last year, we have the honour to lay before you a report upon the conditions under which slate is worked in the underground quarries of Merionethshire, with the object of diminishing any proved danger to the life or health of the persons employed.

We have held six sittings for the purpose of taking evidence at Blaenau Festiniog and one at Corris. The sittings were public, and, contrary to the opinion expressed by many at the commencement of the proceedings, a very large amount of evidence was tendered, which is given at length in Appendix I. We were specially anxious that there should be no reason for saying that the inquiry was in any way stifled or incomplete, and if we have erred, it has been on the side of hearing too much rather than too little evidence. Many of the witnesses preferred to speak in Welsh, but their evidence was at once translated into English and taken down by a shorthand writer. All the witnesses have had the opportunity of correcting a printed proof of their evidence, and those who spoke in Welsh have also had the aid of the interpreter who was present at the sittings.

As quarrying slate by the underground method is an industry of comparatively recent date in Merionethshire, and as very little is known about it outside the Principality, we have thought it desirable to enter somewhat fully into details; for otherwise even an experienced miner would scarcely be able to follow our remarks upon the causes of the most common accidents, and our recommendations concerning the best means of preventing them.

We divide our report into the following chapters :—

1. Description of Merionethshire.
2. Mode of occurrence of the Slate.
3. Manner of working the Beds of Slate.
4. Statutes regulating the working of Slate Mines.
5. Nature of the Accidents which occur.
6. Epitome of the Evidence.
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8. Recommendations.

CHAPTER I.

Description of Merionethshire.

Description of Merioneth-shire.

1. The county of Merioneth, as shown by the small index map (Fig. 1), is bounded on the north by Carnarvonshire and Denbighshire, on the east and south-east by Montgomeryshire, and on the south by Cardiganshire; its western shores look on to

FIG. 1.

Cardigan Bay, and are exposed to the full force of the south-westerly winds coming from the Atlantic. Its greatest length from east to west is about 37 miles, from north to south 33½, and from south-west to north-east 46 miles. Though not containing the highest peaks, it is the most rugged and hilly county in the Principality; a

Altitudes.

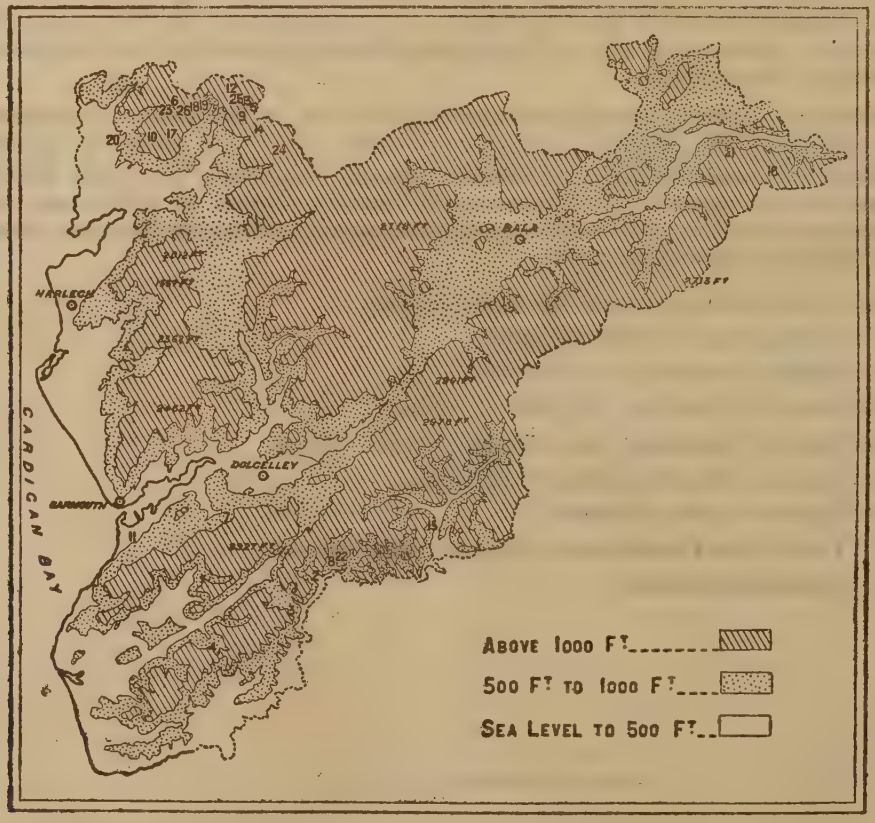


FIG. 2.

glance at the map (Fig. 2) reveals the fact that a large portion of its surface is above the 500-feet contour line; many parts rise above the 1,000-feet contour, whilst several of the mountain tops exceed an altitude of 2,000 feet or even approach 3,000.

The heights of the principal peaks in alphabetical order are :—

TABLE I.

—	Height above Mean Sea Level, Liverpool.
	Feet.
Aran Fawddwy	2,970
Aran Benllyn	2,901
Arenig fawr	2,778
Cader Ferwyn	2,713
Cader Idris	2,927
Craig ddrwg	1,937
Diphwys	2,462
Manod mawr	2,158
Moelwyn	2,527
Rhinog fawr	2,362

2. The county occupies an area of 682 square miles,* as follows :— Area.

	Square Miles.
Land	662
Water	6
Salt marsh	$\frac{1}{7}$
Foreshore	12
Tidal water	2
	$682\frac{1}{7}$

According to the Census of 1891 it has 64,726 inhabitants, of whom 3,959 are stated to be slate quarriers—using the term in its ordinary sense, whilst more than 7,000 are engaged in agriculture. (Appendix III., p. 141.) Population.

3. The high land of Merionethshire naturally has an effect upon the climate, and the quantity of rain falling in the county is far above the average of the United Kingdom. Climate and rainfall.

Thanks to the courtesy of Mr. Robert Roberts, the manager of the Oakeley mines, we are able to give a copy of the records made at his office. (Appendix IV., p. 141.) These show an average rainfall of more than 94 inches annually. The humidity of a climate must be measured, not only by the depth of rain falling, but also by the number of rainy days. When judged by this test, it is again evident that the quarry district has a far moister climate than that of the United Kingdom generally.

That the rainfall at the Oakeley office is by no means exceptional for the slate district, is proved by comparing it with the record of the New Welsh Slate mine, situated in the adjoining Cwmorthin Valley, which has been kindly furnished by Mr. N. F. Robarts.

Without entering into any details concerning the average temperature, we may make the general statement that, owing to its greater altitude, the chief quarry district is decidedly colder than the inhabited parts of the United Kingdom generally. On the other hand, the barrier of hills protects it from the bleak northerly and north-easterly winds which are felt at some of the watering places of Carnarvonshire.

In a few words, the climate of the part of Merionethshire, where most of the slate is mined, may be described as damp and cold.

4. The list of mines given in Appendix V. (p. 142) shows that the most important workings are in the immediate vicinity of the town of Blaenau Festiniog, which may be more correctly described as a horse-shoe shaped village, extending for a distance of three miles from Tan-y-grisiau on the west to Congl-y-wal on the east. The upright figures upon the map (Fig. 2) correspond to the numbers in the list, and indicate the position of the different mines. Situation of mines.

* Ordnance Survey Map of Merionethshire; scale, 2 miles to 1 inch.

CHAPTER II.

Mode of Occurrence of the Slate.

Mode of occurrence of the slate.

5. The slate of Merionethshire is of Silurian age. It occurs in thick beds, locally called "veins," which are interstratified with beds of felspathic ash, generally fine-grained, but sometimes becoming coarse agglomerates. They are known as "hards," and are of considerable importance in furnishing a solid roof for the slate workings. The thickness of the beds worked varies from 30 to 126 feet. In the Festiniog district the beds are dipping at angles varying from about 15° to 35° to the north and north-west, but in other parts of the county the dip of the strata may reach 70° or more.

Cleavage.

6. The dip of the "split" or cleavage is usually greater than that of the stratification; at Festiniog there is a difference of about 15° between the two, as shown in the diagram. (Fig. 3.)

"Pillaring."

7. In addition to its fissility along the cleavage planes, the slate has the property of rending, without great difficulty, along planes at right angles to the cleavage planes. This property of rending or "pillaring" is of the greatest importance to the quarryman, for it enables him to bring down large masses of slate intact with a comparatively small expenditure of labour, and it facilitates the subdivision into blocks suitable for making the various sizes required for the market. The "pillaring" likewise regulates the direction given to the upright masses of slate rock, locally called "walls," which are left for supporting the overlying strata.

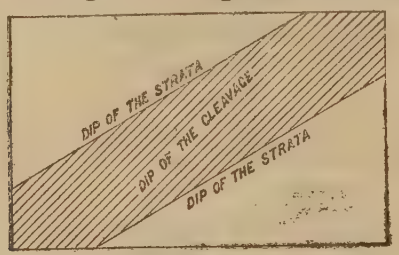


Fig. 3.

Natural joints.

8. Besides the cleavage and the "pillaring," the slate-getter has to consider natural joints, which traverse the bed of slate in various directions. It is unnecessary in this report to give their local names or to point out their various peculiarities; we need only remark that these natural severances may be a source of profit to the slate-getter, when known, by facilitating the process of excavation, and a source of danger, if concealed, by causing unexpected falls of rock. But whether concealed or not they weaken the supporting pillars (*walls*).

The three cross sections (Plates V. and VI.) give a good idea of the principal beds of slate in the Festiniog district. As shown by the sections, the whole of the strata are frequently intersected by dykes of igneous rock, commonly designated as "whinstone."

CHAPTER III.

Method of Working the Slate.

Mode of working.

9. Fifty years ago the slate in the Festiniog district was worked in open quarries; but as their depth increased, the amount of worthless "top," "cover," or "overburden," became so great, that it seemed preferable to resort to underground mining. After a time the managers adopted the system now in vogue in the largest mines, which may be described as working by alternate chambers and long supporting pillars, or "walls," both of which plunge downwards in a direction approaching that of the dip of the strata. The saving in the cost of removing useless overlying rocks has been thought sufficient to compensate for the great loss of slate left in the form of supporting pillars, and for the numerous other disadvantages of working the mineral underground. Looking at the matter by the light of later experience, it seems not improbable that it would have paid in several instances to have gone on longer with the old system of open quarrying.

Festiniog system, and preliminary operations.

10. The present system of working at Festiniog cannot well be made clear without a diagram (Fig 4). An inclined passage A, B, C, D, is sunk along the dip of the bed, and at vertical intervals of about 50 feet, tunnels B, C, D, are driven along the strike. These serve as roads for the transport of the slate and rubbish, and as starting points for the underground chambers. The slate must now be regarded in imagination as

subdivided into horizontal slices 50 feet thick; the slice A, B, F, E, will be worked from the tunnel B, the slice B, C, G, F from the tunnel C, and so on.

CROSS SECTION.

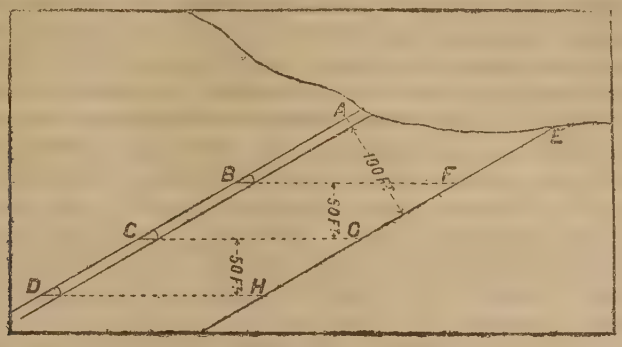


FIG. 4.

PLAN.

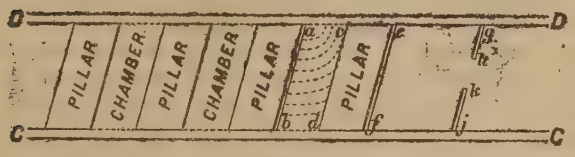


FIG. 5.

We will suppose, for instance, that the incline has reached the point D (Fig. 4), and that a tunnel has been driven out right and left from it along the strike. At intervals of about 70 or 80 feet, inclined passages are excavated along the roof of the slate bed, so as to connect the level D, D (Figs. 4 and 5) with the level C, C, above it. The work is carried on either by excavating upwards from *a*, or downwards from *b*, and most commonly by both processes. The passage (*roof*) serves for ventilating purposes; as soon as it is partly or wholly completed, miners set to work to extend it on one side, as shown by the curved dotted lines, and finally a space is cleared off for a width of 40 feet leaving the part *a*, *b*, *c*, *d*, bare. These preliminary unproductive operations of driving levels, making the connecting passages (*roofs*), and extending them sideways (*widening*), are performed by a class of men known as "miners." While the widening is going on, and after it is completed, the roof of the excavation is carefully examined, and all parts which in any way appear loose, or likely to become loose, are taken down.

Slate-getting.

11. The task of laying the bed bare having been accomplished, the incipient working-place is handed over to two or three slate-getters (*rockmen*, *creigwyr*, W.), whose business it is to excavate the slate-rock so as to produce the largest quantity of blocks suitable for making the more valuable sizes of roofing material, and to cause the smallest amount of waste. The bed is free upon its upper surface and also where

CROSS SECTION.

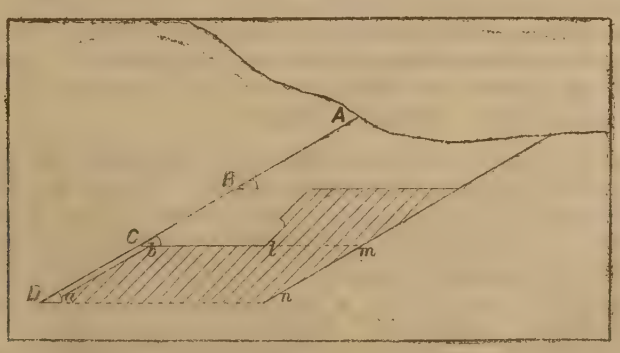


FIG. 6.

the workings upon the floor above have created an open space *b*, *l* (Fig. 6); the part *b*, *m*, *n*, *a* has to be removed piece by piece, beginning at the roof, until the whole has been cleared out. The common method consists in taking off slice after slice

parallel to the cleavage; but if there are well-marked "slants," *i.e.*, planes of severance more or less parallel to the stratification, they may be chosen for the bounding planes of the slice (*thickness*, *tew*, W.). The slice is held fast by the sides and more or less tightly at the bottom. In order to have means of removing it piecemeal, a trench or channel (*free side*) is excavated by blasting along the inclined face, either on one side or in the middle of the proposed chamber. At the bottom natural joints are often found which give means of release; but if no suitable joints exist, the slice has to be cut across along the floor of the chamber by blasting, or even by chiselling, and a *free bottom* obtained. Block after block of workable slate can now be torn off by "pillaring" holes bored at right angles to the cleavage planes. They are charged with fine gunpowder to within half an inch of the top and lightly tamped. As the explosive exerts its influence along the whole length of the hole, and as the rock will rend easily in the direction of the "pillaring," the block is simply severed and not smashed. Sometimes the force of the explosion is insufficient to detach the block and simply produces a crack. In a case of this kind the slate-getter pours powder into the hole, or into the crack, if it is wide enough, and fires this second charge, which may be from 3 to 10 lbs. of powder. The block is generally completely set free by the explosion, though occasionally a third or fourth charge may be required.

"Pillaring" holes.

"Second blasts."

We have entered somewhat into detail with regard to "pillaring holes" and "second blasts," as many of the accidents happen in connexion with them.

The original trench (*free side*) is widened out by the removal of block after block of slate, until the working face (*bargain*) has been brought to the line *a b* on one side, and *c d* on the other (Fig. 5), which coincide with the pillaring planes. After one inclined slice (*thickness*, *tew*, W.) has been taken off, the next is removed in like manner; a trench (*free side*) is once more blasted out, and blocks are severed by pillaring holes. In this manner, beginning from the upper side *a b* (Fig. 6) the bed is gradually removed piecemeal until eventually everything is cleared away to the underlying rock *m n*.

Lean of pillars.

12. Owing to the manner in which the slate rends (*pillars*) most easily, the direction of the masses left for supports (*walls*) deviates somewhat from the line of greatest dip, whilst the sides are in many cases far from being perpendicular.

The two facts are made plain by the plan (Fig. 5), and the longitudinal section (Fig. 7); and it is therefore evident that the shape of the pillars (*walls*) is not the one which will best conduce to the support of the overlying strata.

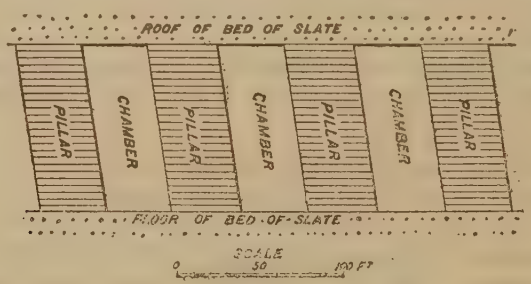


FIG. 7.

Supporting chains.

13. For assistance in climbing up the rugged slope of the working face (*bargain*) the slate-getter (*rockman*) has a chain fastened upon the floor above, which he twists round one thigh while at work. When boring a pillaring hole with a "jumper," he generally stands upon a piece of timber or a plank held up by a couple of iron pegs inserted into holes in the working face. (Plate II., Fig. 3.)

Height of the chambers.

14. As only two or three men are employed in a chamber, the work of removing the mass of slate before them lasts for several years. Cases might be cited in which the same men have worked even 10 years in one and the same chamber, and on one and the same floor. As the work proceeds they gradually lose touch with the roof, and finally may find it considerably more than 100 feet above their heads; in fact, during a large portion of the life of a working place, the roof and sides are quite inaccessible without the aid of ladders. (Plate III., Figs. 5 and 6.)

Light.

The only light used in the actual "getting" is that of a tallow candle held in a lump of clay.

Loading.

15. The masses of slate brought down by the blasts are mostly too large for handling, and have to be subdivided into blocks weighing from 1 cwt. to 2½ tons. A chain is put round the block as it lies near the working face, and it is dragged

away by a crane and loaded on to a trolley (*sled*), which is trammed out to the surface or to the nearest incline. The rubbish, consisting of small pieces of slate and worthless rock, is loaded into waggons and trammed out in the same way. (Plate II., Fig. 4.) Cranes.

The work of slate-getting is precisely the same, chamber after chamber, and it must be understood that there may be several gangs upon the same floor, each chamber or opening (*agor*, W.) being separated from the adjoining one by a mass of rock (*pillar* or *wall*) some 40 feet thick (Plate IV., Fig. 7). Each chamber may have a gang upon each floor; the workings at floor B (Fig. 6), for instance, being further advanced than the workings upon floor C, and those upon floor C having extended further towards the underlying rock than those at D, and so on.

16. In the work of getting slate, gunpowder only is used, as it will sever without smashing. For preliminary work, such as driving levels, making "roofs," and cutting "free side," gun-cotton and the various nitro-glycerine explosives are employed by the miner and the rockman to a certain extent. Explosives.

17. We have now followed the block of slate until it has been trammed to an incline; the trolley is hooked on to a wire rope and drawn to the surface by steam or water power. It at once goes to the "mill," as the dressing shed is called, and is made either into roofing material or into slabs for cisterns, billiard tables, &c. Conveyance to the surface.

When roofing slates are made, the block is split into slabs, about 3 inches thick, by the surface workers (*quarrymen*, *chwarelwyr*, W.), who are in partnership with the underground slate-getters; the slabs are then cut into suitable lengths by means of circular saws travelling at a slow speed (Plate IV., Fig. 8). The sawn lumps are split by thin chisels into sheets one-sixth to one-eighth of an inch thick, and finally dressed into the rectangular pieces which are so familiar throughout the country. As a rule, the dressing is done in Merionethshire by mechanical knives and not by a hand-tool. Greaves' machine, which is one of the commonest, consists of a revolving blade acting like a long chopper, while the sheet of slate rests upon a fixed knife-edge (Plate I., Fig. 2). The piece of slate is held against one of the notches of a projecting gauge attached to the machine, and the workman decides at a glance how to cut it to the best advantage. Each side of the rectangle has to be cut separately. Sawing. Dressing.

Slabs for cisterns, &c., are made by splitting the large blocks into pieces of suitable thickness, and these are planed smooth by machines identical in principle with those used in engineering shops. The sides are sawn by circular saws.

CHAPTER IV.

Statutes Regulating the Working of Slate Mines.

18. The Acts of Parliament which regulate the working of slate mines are: Metalliferous Mines Regulation Acts.

1. The Metalliferous Mines Regulation Act, 1872.
2. The Metalliferous Mines Regulation Act, 1875.
3. The Slate Mines (Gunpowder) Act, 1882.
4. The Factory and Workshop Acts, 1878 to 1891.

The first of these Acts applies to all mines not comprised by the Coal Mines Regulation Act, which includes mines of coal, stratified ironstone, shale, and fireclay. When the Inspector of Mines first endeavoured to enforce the Metalliferous Act in Merionethshire, he was met with the objection that the workings were "quarries" not "mines," and that consequently they were in no way subject to a statute framed, according to its title, for "Metalliferous mines." It was not until the matter had been brought before the Court of Queen's Bench that the owners gave in. The judge decided that the workings were legally "mines," and that the title "Metalliferous Mines Regulation Act" in no way modified the meaning of section 3.

Since that decision, in 1875, the Act has been enforced by the Inspectors of Mines. Special Rules under the Act were established at all the slate mines in the year 1879. A new code has been introduced in all the mines which have received exemptions from the gunpowder rules of the Statute. Special Rules.

The Metalliferous Mines Regulation Act of 1875 simply refers to the date for sending in the annual return of persons employed and mineral raised.

19. The Slate Mines (Gunpowder) Act was passed in 1882 in order to relieve the slate mines from the section in the 1872 Act which forbids the introduction of explosives into the mine in cases containing more than 4 lbs. each. The owners of some of the slate mines complained that the Metalliferous Mines Act had been passed Slate Mines (Gunpowder) Act.

without their needs having been taken into consideration; they urged that quantities of gunpowder exceeding 4 lbs. were often required at very short notice for "second blasts," and that it was safer to carry the powder underground in the casks supplied by the makers than in tin canisters. Power is now given to a Secretary of State to exempt slate mines from sub-section 2 of section 23 of the Act. Most of the large slate mines in the Festiniog district have received exemptions; but these are coupled with stringent Special Rules framed with the object of preventing, as far as possible, danger from opening kegs of gunpowder by artificial light and pouring it into the horns or other receptacles in which it is taken to the working face.

Factory and Workshop Acts.

20. The Factory and Workshop Acts apply to the mills where the slate is split and dressed, for these come within the definition of "pitbanks" in the Fourth Schedule of the 1878 Act. They regulate the employment of boys, and impose upon the owner the obligation of fencing his machinery, providing proper sanitary accommodation, and preventing dust. Strictly speaking, the mills have, therefore, been under the supervision of two inspectors, each enforcing his own Act. This system of twofold inspection is unreasonable and unnecessary; it is satisfactory to note that it will shortly be given up.

CHAPTER V.

Accidents.

Accidents.

21. Appendix VII. (p. 143) contains a list of all the fatal accidents which have taken place in the Merionethshire slate mines during the last nineteen years. They are classified according to place of occurrence and according to cause, in the manner which is customary in the reports of the Inspectors of Mines.

During the last nineteen years there have been 147 separate fatal accidents, causing the loss of 163 lives, and the general results may be summed up as follows:—

Table II.

Fatal Accidents in the Merionethshire Slate Mines.

(1875 to 1893, both years inclusive.)

			Number of Deaths.	Per-centage of the Total Number of Deaths.
Below ground.		Explosions of fire-damp	—	—
		Falls of ground	65	39·9
	In Shafts.	Overwinding	—	—
		Ropes and chains breaking	—	—
		Whilst ascending or descending by machinery	—	—
		Falling into shaft from surface	—	—
		Things falling from surface	—	—
		Falling from part way down	1	0·6
		Things falling from part way down	—	—
		Total in shafts	1	0·6
	Miscellaneous. Underground.	Explosions of gunpowder, &c.	14	8·6
		Suffocation by gases	—	—
		Irruptions of water	—	—
		Falling into water	—	—
		On inclined planes	8	4·9
		By trams and tubs	1	0·6
		By machinery underground	7	4·3
		Sundries underground	36	22·1
		Total miscellaneous underground	66	40·5
Above ground		By machinery on surface	6	3·7
		Boilers bursting	4	2·4
		Miscellaneous on surface	21	12·9
		Total on surface	31	19·0
		Gross total	163	100·0

22. This table serves to emphasise the fact, so well known to all persons engaged in mining, that a very large proportion of the accidents are caused by falls of ground. Falls of ground.

It must be remarked that under this head are comprised two very distinct kinds of accidents:—

(*a.*) Falls from the roof or side from places far beyond the workman's reach.

(*b.*) Falls which happen during the process of getting the slate.

(*a.*) The explanations given in Appendix VII., which are copied from the official reports, do not always state distinctly under which of these two sub-heads the casualty should be placed; however, it is evident from the statistics of the last ten years, that many of the deaths were due to pieces of rock which dropped from considerable heights. Accidents of this kind are inseparable from the present method of working. The roof and sides of a chamber may be perfectly strong and sound when left by the *miners* and the *rockmen*, but they are likely to become less and less safe as time goes on. Can it surprise anyone, after the lapse of years, when air and moisture have penetrated into the joints of the rock, that pieces gradually become loose and finally fall? Besides, in addition to natural earth-tremors, the roof and sides of the chambers are made to quiver day after day, and year after year, by the constant blasting. The marvel is, not that accidents happen, but that they are so few in number. In reality the list of casualties in no way represents the actual number of falls which have taken place unexpectedly; it simply marks the cases in which a man happened to be in the way. Of the hundreds of narrow escapes there is no record. As a rule there are only four or five persons working in a chamber, and consequently the chances are against anybody being directly in the line of fall. Falls of roof and side from places beyond the workmen's reach.

Systematic "sounding" will often reveal dangers not apparent to the eye, but the test is not infallible. If the loose piece of rock is small, it emits a dull or hollow sound when struck with the hammer; on the other hand, large masses weighing several tons often fail to give any indication of danger when tested in this manner. The workman is thus lulled into a false sense of security, and has no idea of peril until after the catastrophe has taken place.

(*b.*) Falls of rock from the working face can never be avoided altogether. Even with sunlight to aid him, the workman will not always discover concealed joints; and when the examination has to be made by the dim glimmer of a tallow dip, the difficulty of the task and the chances of a mistake are very largely increased. The result is that pieces which look safe may be unstable and fall when least expected. The huge size of some of the blocks wrenched off by blasting is a further obstacle in determining whether or no they are dangerously loose. In order to ascertain how best to remove them, the workman may have to stand in places where he is threatened by their fall. In other cases, suspended on the face of his bargain by a chain, the *rockman* uses a crowbar to prize off a block loosened by a blast (Plate II., Fig. 3); if the block in sliding down happens to swerve but a little from its expected path, he may be caught and badly injured. Falls of rock from the working face.

A third cause of accident to the slate-getter is returning too soon after firing a shot. It is well-known that the full effects of the charge are not always felt immediately. Parts of the "burden" of the hole may be completely detached and thrown down at once, whilst others, though tottering, do not finally fall until after the lapse of some time. Many mishaps would have been avoided if men had waited before going back to the working face after blasting; and it is advisable, wherever possible, to approach the working face from above and not from below.

23. The immunity from shaft accidents is easily explained; the slate is usually brought to the surface by inclines or through adits, and the workmen therefore escape certain risks which pursue the collier and the ore-miner. A few accidents have happened in small shafts connecting parts of the workings. Shaft accidents.

24. The miscellaneous accidents underground fill a long list; four principal subdivisions have to be considered, viz.: Miscellaneous accidents.

(*a.*) Explosions of gunpowder, &c.
(*b.*) On inclined planes.
(*c.*) By machinery underground.
(*d.*) Sundries underground.

25. Considering the very large quantities of explosives used daily, and the fact that much is loose gunpowder, the list of fatalities is not so great as one would expect. The quantity of explosives consumed annually at the Oakeley mines amounts to 60 tons of gunpowder, 14 tons of gelignite, and 5 tons of gun-cotton. On the whole, Blasting accidents.

therefore, it cannot be said that the men are careless in performing the various operations connected with blasting.

Accidents upon inclined planes.

26. The accidents upon inclined planes point to the desirability of having special pathways for the men away from the slate traffic (Plate I., Fig. 1), and of prohibiting riding upon waggons.

Accidents by machinery underground.

27. Accidents with cranes are not uncommon; the list simply shows those which resulted in death. What is commonly known as a crane in Festiniog is a four-legged derrick with a crab winch. It is used for loading blocks of slate on to trolleys (*sleds*) (Plate II., Fig. 4). The block is raised by a couple of men, one at each handle, the trolley is run underneath and the block lowered. It is during the lowering process that the accidents most frequently happen, when one man is at the winch. From some cause or other he lets go the handle, which is then whirled round rapidly and strikes him on the face. Sometimes a block which is partly resting upon the trolley or upon the ground gives an unexpected lurch, and so causes a fatal jerk.

Sundry accidents underground.

28. The accidents classified under the heading "Sundries underground" may be due to a great variety of causes. In the early years of inspection there were many falls over underground precipices. Thanks to the special rule which compels fencing, the most dangerous places are nowadays protected. The worst accident upon the list, which resulted in the loss of five lives, was due to the giving way of an underground bridge, which the men had overloaded with their waggons.

Surface accidents.

29. The accidents at the surface call for no special comment. We need only remark that some of them occurred in quarrying operations above ground and therefore resemble in their nature the underground casualties.

Risks of slate mining.

30. This bare record of the number and nature of the accidents is not enough to give a true idea of the risks incident to slate-mining. It is necessary, in addition, to ascertain the ratio between the number of the casualties and the number of the persons employed, and then compare the figures so obtained with the ratios which prevail in other forms of mining and in other industries.

The accompanying Table III. shows that for the nineteen years under consideration the average annual death-rate from accidents was as follows:—

Per 1,000 persons employed	under ground	3·23
„ „ „	above ground	0·70
„ „ „	below and above ground	1·94

Table III.

Merionethshire Slate Mines.

Year.	Below Ground.			Above Ground.			Totals below and above Ground		
	Number of Persons employed.	Deaths from Accidents.	Death-rate per 1,000 Persons.	Number of Persons employed.	Deaths from Accidents.	Death-rate per 1,000 Persons.	Number of Persons employed.	Deaths from Accidents.	Death-rate per 1,000 Persons.
1875	1,825	8	4·38	2,202	5	2·27	4,027	13	3·22
1876	1,956	5	2·55	2,359	—	—	4,315	5	1·15
1877	2,216	15	6·76	2,598	3	1·15	4,814	18	3·73
1878	2,222	5	2·25	2,371	1	0·42	4,593	6	1·30
1879	2,151	2	0·93	2,278	3	1·31	4,429	5	1·12
1880	2,293	7	3·05	2,359	3	1·27	4,652	10	2·15
1881	2,356	8	3·39	2,442	3	1·22	4,798	11	2·23
1882	2,456	6	2·44	2,463	5	2·03	4,919	11	2·23
1883	2,362	5	2·11	2,312	—	—	4,674	5	1·07
1884	2,273	10	4·40	2,275	3	1·31	4,548	13	2·85
1885	2,348	8	3·40	2,262	—	—	4,610	8	1·73
1886	2,202	6	2·72	2,187	2	0·91	4,389	8	1·82
1887	2,171	5	2·30	2,210	—	—	4,381	5	1·14
1888	2,080	11	5·28	2,289	—	—	4,369	11	2·51
1889	2,089	7	3·35	2,178	1	0·46	4,267	8	1·87
1890	2,187	7	3·20	2,064	—	—	4,251	7	1·64
1891	1,888	5	2·64	1,942	—	—	3,830	5	1·30
1892	2,043	7	3·42	1,926	1	0·52	3,969	8	2·01
1893	2,105	6	2·85	2,216	—	—	4,321	6	1·39
Totals and averages for the 19 years	41,223	133	3·23	42,933	30	0·70	84,156	163	1·94

31. Table IV. enables us to compare these death-rates with similar ratios at other classes of mines. It shows that, taking all the persons employed, both above and below ground, the occupation of the Merionethshire men is more risky than that of the average miner of the United Kingdom, but less hazardous than that of the South Wales and of the Cleveland men. If the figures for the underground workers are taken separately, the dangers of the Merionethshire mines become still more marked, for in only two cases do we meet with ratios exceeding their average of 3·23 per 1,000; one of these refers to a single and very exceptional year. On the other hand the workers at the surface, who form more than 50 per cent. of the total number employed, enjoy exceptional immunity from accidents compared with their fellows at collieries in South Wales or iron mines in Cleveland. Comparison with other kinds of mines.

Table IV.

Table of Death-rates.

Period.	All the Mines of the United Kingdom classed under the Coal Mines Regulation Act.			All the Mines of the United Kingdom classed under the Metalliferous Mines Regulation Act.			All the Mines in the South Wales, No. 13, District.			All the Mines under the Metalliferous Act in Cornwall, Devon, Dorset, and part of Somerset.*			Ironstone Mines of the Cleveland District.		
	Annual Death-rate from Accidents.			Annual Death-rate from Accidents.			Annual Death-rate from Accidents.			Annual Death-rate from Accidents.			Annual Death-rate from Accidents.		
	Per 1,000 Persons employed below ground.	Per 1,000 Persons employed above ground.	Per 1,000 Persons employed below and above ground.	Per 1,000 Persons employed below ground.	Per 1,000 Persons employed above ground.	Per 1,000 Persons employed below and above ground.	Per 1,000 Persons employed below ground.	Per 1,000 Persons employed above ground.	Per 1,000 Persons employed below and above ground.	Per 1,000 Persons employed below ground.	Per 1,000 Persons employed above ground.	Per 1,000 Persons employed below and above ground.	Per 1,000 Persons employed below ground.	Per 1,000 Persons employed above ground.	Per 1,000 Persons employed below and above ground.
Average for the 10 years, 1873-1882.	2·57	·92	2·24	2·35	·58	1·62	3·33	1·15	2·96	2·63	·56	1·64	2·66	1·36	2·41
Average for the 10 years, 1883-1892.	2·01	·96	1·81	2·14	·39	1·44	3·04	1·54	2·82	2·54	·37	1·51	2·21	1·23	2·04
1893	1·71	·90	1·55	2·92	·20	1·78	2·85	1·43	2·64	5·73	·18	3·22	2·16	—	1·71

* The figures for 1873 to 1892, both inclusive, relate to the old No. 14 District, consisting of Cornwall, Devon, Dorset, and part of Somerset. The figures for 1893 relate to the present No. 12 District, which includes other counties. The high death-rate for that year is due to a loss of 20 lives by one accident in Cornwall.

32. The comparison of the mortality rates at the Merionethshire slate mines with those of British mines generally, and with that of the South Wales District in particular, is shown graphically by Figures 8, 9, and 10 (pages xviii and xix). Graphic comparison of death-rates.

FIG. 8.

DIAGRAM SHOWING DEATH-RATES FROM ACCIDENTS OF UNDERGROUND WORKERS,

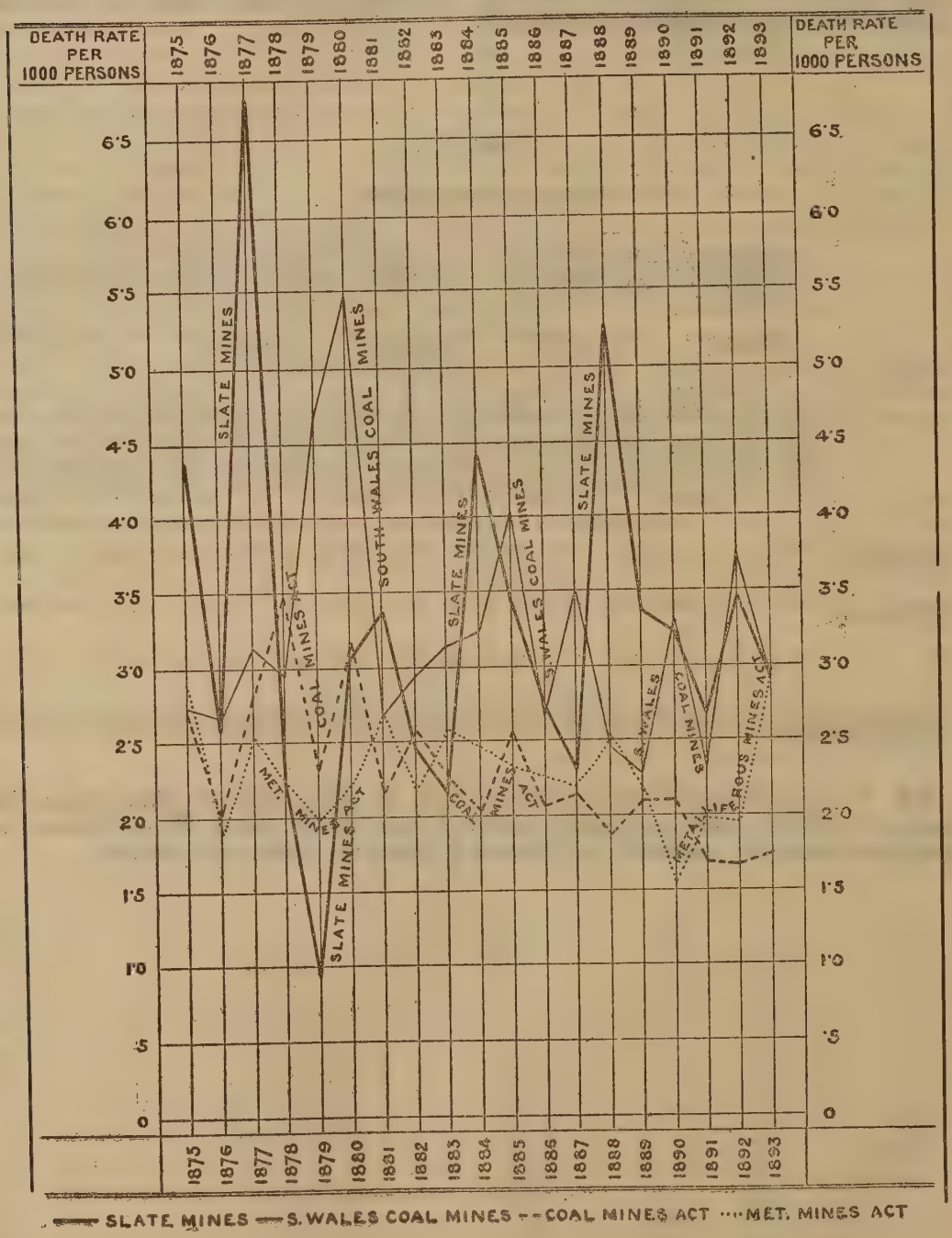
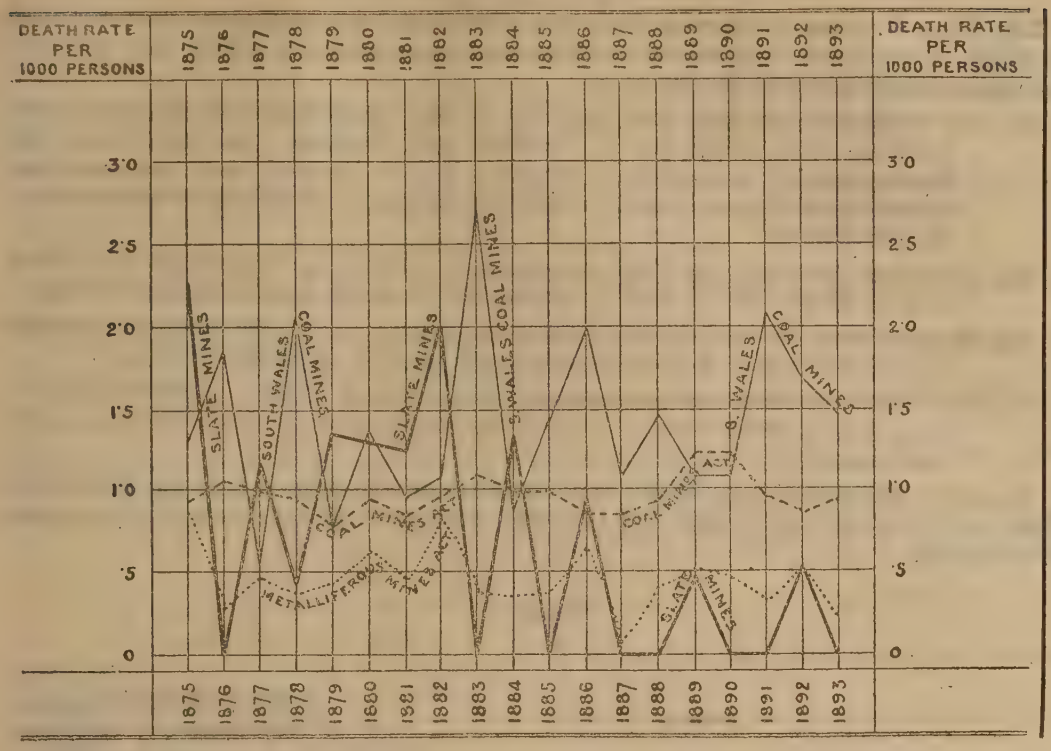


FIG. 9.

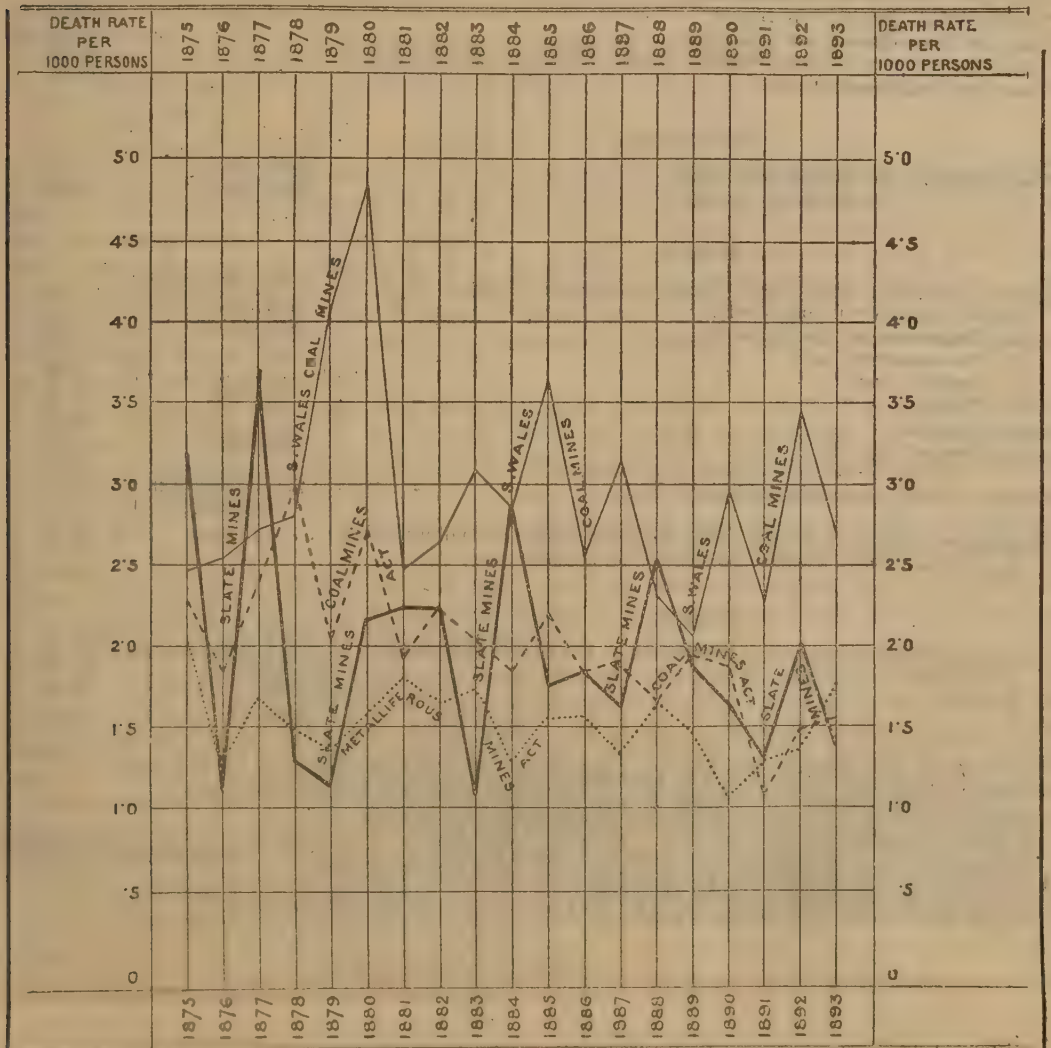
DIAGRAM SHOWING DEATH-RATES FROM ACCIDENTS OF SURFACE WORKERS.



—SLATE MINES —S. WALES COAL MINES --COAL MINES ACT ····MET. MINES ACT

FIG. 10.

DIAGRAM SHOWING DEATH-RATES FROM ACCIDENTS OF ALL PERSONS EMPLOYED, BOTH ABOVE AND BELOW GROUND.



Comparison with other industries.

33. Table V. shows death-rates from accidents among men employed in certain open quarries, in two great engineering undertakings, upon railways and at sea; and the following conclusions may be drawn :—

(1.) The Carnarvonshire open slate quarries on the whole, thanks to the remarkable freedom from accidents at Penrhyn and Dinorwic, are safer than the Merionethshire underground quarries; but if Penrhyn and Dinorwic are excluded, the Carnarvonshire death-rate becomes much higher than that of Merionethshire.

(2.) More lives were lost, per 1,000 employed, in making the Manchester Ship Canal and the Tower Bridge than in mining and dressing slate in Merionethshire.

(3.) Many railway servants, such as brakesmen, goods-guards, and shunters, compare unfavourably even with the underground workers of Merionethshire.

(4.) The death-rate from accidents among the crews of British merchant ships is from four to seven times as high as that of the workers at the Merionethshire slate mines.

Therefore, without wishing in any way to underrate the risks run by the Merionethshire men, it is our duty to point out that they are better off than several other classes of workmen.

TABLE V.

Industry.	Years to which the Figures relate (in all Cases inclusive).	Average Annual Death-rate from Accidents per 1,000 Persons employed.
Quarrying.		
*Open slate quarries in Carnarvonshire	1883–1892	1·53
*Penrhyn Slate Quarry, near Bangor	„ „	0·76
*Dinorwic Slate Quarry, near Llanberis	„ „	0·71
*Open slate quarries in Carnarvonshire, omitting Dinorwic and Penrhyn	„ „	2·82
*Stone quarries, Carnarvonshire	„ „	1·30
Engineering.		
†Construction of Manchester Ship Canal	1887–1892	2·48
‡ „ Tower Bridge, London	1886–1894	2·90
Railways.		
§Railway servants of the United Kingdom (accidents in which the movement of vehicles was concerned).	1870, 1873, 1877, and 1880–1892.	1·48
‖(*a.*) Brakesmen and goods-guards	1884–1893	5·27
(*b.*) Permanent-way men	„ „	2·37
(*c.*) Engine drivers	„ „	1·60
(*d.*) Porters	1887–1893	1·49
(*e.*) Shunters	„ „	5·41
(*f.*) Passenger guards	1884–1893	1·02
Average of the six occupations *a, b, c, d, e, f*	„ „	2·27
¶All the railway servants in the United States	Year ending 30th June 1890.	3·27
Railway servants in the United States engaged directly in handling trains, viz., engine-drivers, firemen, guards, and other train-men.	„ „	9·52
Shipping.		
**Crews of British merchant ships registered in the United Kingdom	1871–1880	13·45
„ „ „ „	1881–1890	11·04
„ „ „ „	1891	8·67
„ „ „ „	1892	8·36

* Report of Quarry Committee of Inquiry. Parliamentary Paper C.—7237, 1894, Appendix II., pp. 4, 5, and 6.
† Letter from the Secretary of the Company to the Board of Trade, "The Times," 21st November 1892.
‡ Construction of the Tower Bridge (Accidents). Parliamentary Paper 318, 1894.
§ Railway Companies (Injuries to Servants). Parliamentary Paper 502, 1894.
‖ General Report of the Board of Trade upon the Accidents on Railways of the United Kingdom during the year 1893. Parliamentary Paper C.—7523, 1894, p. 17, and corresponding reports for previous years.
¶ H. C. Adams, "The Forum," vol. xiii., 1892, p. 500.
** Loss of Life at Sea. Parliamentary Papers C.—3875, 1884; 150, 1891; 342, 1892; 32, 1894.

CHAPTER VI.

Epitome of the Evidence.

34. Fifty-three persons gave evidence before the Committee, viz., 3 medical men, 10 employers or agents, 36 workmen, 3 instructresses of cookery, 1 surveyor to a Local Board. Witnesses.

The evidence brought before us by the medical men was of the utmost importance, for their long experience in the district and their thorough familiarity with the subject in hand entitle their opinions to the greatest respect. Evidence of medical men. R. Jones, 1-193, 2052-2107. R. Roberts, 1048-1141. R. D. Evans, 1645-1733.

35. Dr. Richard Jones, after examining the death-registers of the district, came to the following conclusions:— Dr. Richard Jones' conclusions.

i. The Festiniog quarryman* enjoys longer life than the average stone and slate quarrier throughout England and Wales.

ii. The death-rate from phthisis in the district is lower among the slate quarriers than among the non-quarriers.

iii. The death-rate from phthisis is higher among those engaged in the slate mills than among the under-ground workers (*rockmen* and *miners*).

iv. Pneumonia is the most common disease from which the Festiniog quarryman suffers, and the death-rate from this disease is higher among the quarriers than among the non-quarriers of the district.

v. The Festiniog quarryman dies from accidents at a higher rate than stone and slate quarriers as a class.

vi. Excluding accidents, the mean age at death of quarrymen is higher by one year than that of the tradesmen of the district.

vii. Including accidents, the mean age at death is one year lower than that of the tradesmen of the district.

viii. The Festiniog quarryman dies from diseases of the digestive system at a higher rate than males of the same age throughout England and Wales, and also than stone and slate quarriers as a class.

36. All three medical men agreed that the complaints from which the quarrymen most commonly suffer are— Commonest diseases of quarrymen. R. Jones, 64. R. Roberts, 1052. R. D. Evans, 1648.

i. Diseases of the respiratory organs, especially pneumonia.

ii. Rheumatism and all its complications.

iii. Indigestion.

37. We were anxious to ascertain how far these diseases were due to local conditions of climate or mode of living, and how far they should be attributed to the nature of the employment. The doctors considered that the cold damp climate of the Festiniog district was an important factor in causing rheumatism and diseases of the respiratory organs; they told us that many of the houses are damp, both from standing upon undrained land and from the absence of a damp-proof course or water-tight layer between the foundations and the superstructure. They were unanimous in condemning the present barracks on account of overcrowding, dirt, and absence of proper sanitary arrangements. Damp houses. R. Jones, 21, 54, 2063. R. Roberts, 1052. R. D. Evans, 1686. R. Jones, 54, 86, 2063. R. Roberts, 1052. Barracks. R. Jones, 70, 71, 77. R. Roberts, 1059. R. D. Evans, 1648.

38. The diet of the men is far from being all that the doctors would desire; they take too little nitrogenous food, and drink too much stewed tea. Indigestion and nervous debility are both ascribed to the tea drinking, though excessive smoking may likewise account to some extent for the latter form of disease. Diet. R. Jones, 64-9, 182-185. R. Roberts, 1052. R. D. Evans, 1710.

39. With the nature of the clothing the medical men find no fault, as flannel is commonly worn next the skin; but they point out that the underclothing should be changed more often than it is, and that more frequent ablutions are indispensable. Wearing the same shirt by day and by night for two weeks or more at a time is an unhealthy practice which is not uncommon. Clothing. R. Jones, 69. R. Roberts, 1052. R. D. Evans, 1649.

40. As an instance of what can be done by improved sanitary conditions, Dr. Richard Jones told us that the introduction of a supply of pure water reduced the number of deaths in the Festiniog district from typhus and typhoid fevers from 12·69 per annum during the 10 years 1865 to 1874 to 1·3 per annum during the 10 years 1880 to 1890. Sir George Buchanan and others have proved that the death-rate from consumption is immensely reduced in towns by the introduction of a proper system of subsoil drainage. Advantage of good water supply. R. Jones, 111. R. Jones, 54.

* The term "quarryman" is used here in its ordinary sense of any person employed in or about a quarry; with one exception, all the Festiniog quarries are worked underground, and, as already stated, are legally mines.

Pneumonia due to chills.
R. Jones, 165, 166. 2062.
R. Roberts, 1052.
R. D. Evans, 1648 and 1664.

41. Respecting the influence of the employment upon the health, all three doctors agreed that the pneumonia, which is so prevalent among the underground men, is largely due to chills contracted during work or during journeys to and from Festiniog. According to Dr. Richard Jones, the death-rate from phthisis of those who work in the mills is higher than that of those who work underground. He does not appear to be able to say how far this is due to the nature of the employment and how far to their bodily condition on coming to the mine (*quarry*). The men in the mills are usually brought up in the quarry villages, and begin to work at about the age of 14; many of the underground workers, on the other hand, are recruited from the farm labourers, who do not leave their healthy employment in the fields until they are 18 to 25 years old. Consequently the underground worker is in many instances better armed for the fight against disease than the surface worker. This fact alone may account for his living longer, in spite of his breathing an atmosphere often polluted by powder smoke. Further, it is suggested that the slate-maker suffers from dust produced by the various operations in the mill. The men believe that they unquestionably do suffer from it, but the doctors, in the absence of any direct proof by *post-mortem* examinations, are not prepared to admit as a certainty that consumption has been caused by the dust of the Festiniog mills. They all, however, consider that there is enough dust both above and below ground to be injurious to the health of the men; to what extent the injury may go, they are unable to say. Dr. Richard Jones, in one of his tables in the Appendix, shows that there is ample air space in the mills, viz., 5,019 cubic feet per man on an average, whereas 250 cubic feet are considered to be sufficient by the Inspectors of Factories under ordinary circumstances, and 400 cubic feet when the men work overtime.

Surface workers more liable to phthisis than underground workers.
R Jones, 58, 59.
R. Jones, 18, 104.
R. Jones, 54, 59.
R. Roberts, 1052, 1075.
R. Jones, 160, 161.
R. Roberts, 1076.
R. D. Evans, 1668, 1714.

Influence of dust.
R. Jones, 143, 169.
R. Roberts, 1052, 1075, 1093, 1100, 1104, 1109.
R. D. Evans, 1648, 1653, 1679, 1714.

Air space in the mills.
R. Jones, 64.

Accidents. Diminution in the number of accidents.
R. Roberts, 1052.

42. Dr. Robert Roberts told us that the number of casualties has been materially reduced since the passing of the Mines Regulation Act, that the falling of men from one floor to another is now a thing of the past, and that the accidents from explosives are much less numerous than formerly.

Commonest accidents.
R. Jones, 87.
R. Roberts, 1052.
R. D. Evans, 1648.

43. We were informed that the most common accidents to the underground men are—

i. Sprains, bruises, contusions, &c.
ii. Head injuries, often produced by falls of rock from roof or pillars, or by blows from the crane handle.
iii. Fractures and dislocations.
iv. Injuries due to blasting.
v. Internal injuries.

R. Roberts, 1052.
R. D. Evans, 1648.

In the case of the slate-makers the accidents are usually few and slight, consisting of cuts and bruises; but occasionally a man may receive serious injury to the hand from the knife of the dressing machine.

Hospitals.
R. Jones, 132-7.
R. Jones, 138.

44. Only two quarries have hospitals, viz., the Oakeley and the Llechwedd. Men injured in other quarries have occasionally been taken to the Oakeley hospital, a fixed fee being paid for their maintenance. In the opinion of the doctors hospitals are most valuable institutions, and they regret that the men do not avail themselves more frequently of hospital accommodation. They agree that ambulance courses should be encouraged, but Dr. Roberts thought that the course of instruction of the St. John Ambulance Association might be simplified so as to suit the special wants of the quarrymen.

Ambulance classes.
R. Jones, 123, 129.
R. Roberts, 1052, 1083, 1085.
R. D. Evans, 1649, 1670-73.

Railway accommodation.
R. Jones, 91-6.
R. Roberts, 1052.
R. D. Evans, 1648.
R. D. Evans, 1648, 1679.

45. The three medical men were of opinion that the men who live at a distance suffer from want of better arrangements on the railways, both as regards carriages and station accommodation, especially on the Narrow Gauge or Festiniog Railway.

According to Dr. Evans there are 222 men travelling daily by the Narrow Gauge line in carriages which are much overcrowded, for each man has only about 15½ cubic feet of space; these carriages are ventilated by means of three windows of 19 inches square on each side, which open behind the nape of the neck of the passengers; consequently the workmen have either to sit in a draught and risk taking cold, or to breathe a very polluted atmosphere.

Evidence of quarry managers.
Thomas Evans, 2 74.
R. Roberts, 1741.
C. Warren Roberts, 3872.

46. Ten of the quarry proprietors and managers volunteered to give evidence. Their general feeling is that in future all quarry managers should be certificated in the same way as the managers of coal and ironstone mines. More than one of them complained of Special Rule 73, which requires wooden rammers to be used for pushing in or ramming down explosives and the first three layers of tamping. When the

frequency of accidents in tamping is borne in mind, it is evident that no necessary precautions should be relaxed. We were glad to learn from some of the witnesses that the men observe the special rules much better than they did formerly. R. Roberts, 1741. W. Owen, 2204. R. Roberts, 1741.

47. Complaints having been made by two witnesses that the drinking water was not pure, the owners of two of the largest mines had six samples analysed, and the results showed that all the samples were pure and could be safely used as a beverage. O. R. Jones, 1339–50. R. D. Evans, 1649, 1656, 1657. R. Roberts, 3513. C. Warren Roberts, 3589, 3590.

48. Mr. Robert Roberts pointed with satisfaction to the fact that no single accident, fatal or non-fatal, had happened from a fall of roof at the Oakeley mines during the last three years; but it must not be forgotten that four separate fatal accidents occurred there in that period from pieces of rock falling from the *sides* of chambers. R. Roberts, 1943. Appendix VII.

His contention that the manager of a slate mine should have equal privileges with the manager of a coal mine, and possess the right of asking witnesses questions at inquests, is only just and reasonable. (Section 48 (8), Coal Mines Regulation Act, 1887, 51 & 52 Vict. c. 58.) R. Roberts, 1741. C. Warren Roberts, 3590.

49. Mr. M. Kellow gave the Committee some details of his method of working the Park Quarry by the "filling-up" system, and claimed the following advantages for it:— M. Kellow, 2967. Filling-up method of working.

i. Larger blocks of slate.
ii. Greater output for a given expenditure of labour.
iii. Slate sent to the mill in a sounder condition.
iv. Collapse of the workings impossible.

Mr. Kellow was of opinion that a modified form of his system might be applied with advantage in the Festiniog quarries; but some of the Festiniog managers, on the other hand, thought it impracticable. M. Kellow, 2977. C. Warren Roberts, 3744–57.

50. Mr. C. Warren Roberts, of Llechwedd, who has already introduced many important improvements in the mine under his charge, gave valuable and interesting evidence. We learnt from him how power is being transmitted by electricity in his mine for the purpose of working pumps and ventilating fans, and supplying light along the inclines, as well as in the fitting shops, &c. above ground. The safety-brake, invented by him and Mr. Beckett, seems capable of preventing many of the accidents which happen with cranes. Up to the present time he has not perfected his ingenious appliances for sounding and examining the roof of a high underground chamber without the aid of ladders. Electricity employed for working pumps and ventilating fans and for lighting. C. Warren Roberts 3691, 3702, 3704. 3589, 3601–7.

Setting up fixed points, as suggested by him, to mark the line of the true meridian in the Festiniog district, would be useful to the surveyors, and would probably increase the accuracy of the plans. 3740–43.

51. Mr. N. F. Robarts agreed with the other managers concerning the advisability of providing technical instruction for foremen and those aspiring to become mine agents, and concerning the necessity of establishing examinations for certificates, as is done under the Coal Mines Act. Certificated managers desirable. N. F. Robarts, 4003.

52. Mr. Meyrick Roberts, manager of Bryneglwys Mine, Abergynolwyn, considers that the system of working five whole days in the week instead of five and a half has proved advantageous both to master and men. In this case the whole of the village belongs to the owner of the mine, and he lets out allotments to his workmen at a small rent; many of them can, therefore, find a healthy and profitable form of recreation on Saturdays. M. Roberts, 4261, 4273. Allotments. M. Roberts, 4261, 4320–4325.

53. When we take into consideration the large number of men who gave evidence, the list of complaints against the existing state of things was decidedly small. Several useful proposals were made. One set of suggestions, which had been carefully prepared by a committee of the workmen, was as follows:— Evidence of the workmen. O. R. Jones, 1296.

Prevention of Dangers Underground. 1. No work should be commenced in a new chamber until the inspectors of the company certify that it is safe to work in.

2. Periodical inspections should be made of every chamber in the mine, and a record of their condition kept in a book accessible at any time to the Government Inspector.

3. Water should be prevented from trickling down the working face.

4. Walls should be built up across disused levels to prevent stones being thrown by blasting from one chamber into those adjoining it.

5. Every crane should be provided with an efficient brake.

Government Inspection. 6. A sub-inspector having a practical knowledge of quarrying and speaking Welsh should be appointed.

7. The inspector should receive accounts of the accidents from the workmen themselves, without being dependent upon the agents as interpreters.

Sanitary Improvements. 8. Suitable eating-houses should be provided.

9. A proper supply of drinking-water should be available.

10. Proper privies or closets should be provided.

11. Some of the persons summoned upon coroners' juries to investigate mine accidents should have a knowledge of mining.

R. Davies, 1027. W. C. Williams, 1203. R. Griffiths, 1493–515. Hugh Griffith, 1535. D. Jones, 2643, 2644, 2648. R. Griffiths, 1596. D. G. Williams, 1967–71, 1979, 1980. Hywel Jones, 2473–75. John Jones, 3118. D. W. Jones, 3163.

54. Other suggestions made by individuals were the following:—

1. The mine owner should appoint a person to examine the sides of every chamber each time that an inclined slice (*thickness*, *tew*, W.) is worked off, and see that the sides are left safe.

2. It would be an advantage if a man had had some experience as a slate-maker before working underground.

3. No man who has not had some experience under the supervision of a practical rockman should have charge of a working place (*bargain*) or of blasting operations.

4. Pillars should not be cut away beyond a certain limit, except when a part of the mine is going to be abandoned.

O. R. Jones, 1398. R. Griffiths, 1592.

5. Revision of the Special Rules desirable.

The copious index of the evidence mentions various other matters brought forward by the workmen.

Cookery classes. E. H. Russell, 4133, 4134, 4159, 4161. A. Wilson, 4176. E. H. Russell, 4135–7.

55. From the teachers of cookery under the Festiniog School Board we learnt that all girls on entering the Fourth Standard, that is to say, when they are about nine or ten years of age, receive instruction in cookery, which is continued when they pass into the Higher Grade school. The course of instruction is short, for it occupies only 40 hours per annum, and is usually spread over five weeks, at the rate of eight hours per week.

E. H. Russell, 4132. A. Wilson, 4176–88. E. H. Russell, 4132. A. Wilson, 4176. E. H. Russell, 4168–70.

Last winter there were also evening classes in cookery in connexion with the Continuation Evening schools.

In the day classes the girls are taught how best to light a fire, clean knives and forks, and prepare various kinds of dishes at the lowest possible cost, while the work in the evening classes is of a more advanced character.

W. A. Ellis, 4752.

Valuable instruction in cookery has likewise been given under the auspices of the Merionethshire County Council in the quarry districts. Miss Ellis informed us that on the whole her lectures were well attended and that genuine interest was taken in them. She insisted upon the desirability of making cookery a compulsory subject for girls in Elementary and Intermediate Schools, and said that far greater store should be set upon careful and continuous teaching of domestic economy than is done at present.

Reasons for insanitary condition of some of the houses. H. P. Maybury, 4198.

56. Mr. Maybury assured us that the local authorities were fully alive to many of the defects mentioned by the medical men. He said that there are 2,110 houses in the Festiniog Local Board District, of a rateable value of 9*l.* a year and under, occupied almost entirely by quarrymen, and that about 25 per cent. of them are inhabited by the owners themselves. Various reasons were adduced by him to account for the damp and unsatisfactory condition of many of the houses:—

i. Close proximity to rocky cliffs, rising up precipitously behind them.

ii. Arrangement in terraces, so that sometimes one row of houses is affected by percolation from its own back premises, or from the row above.

iii. Standing upon water-logged peat.

iv. Absence of proper damp-proof courses.

v. Absence of gutters at the eaves of the roofs.

Barracks. H. P. Maybury, 4198–4207.

There are 348 men living in barracks in the district; these barracks have lately been treated as common lodging-houses, save that two persons are allowed to sleep in a bed at the same time. The barracks are now inspected periodically.

CHAPTER VII.

Visit of the Committee to the Continent.

Quarrying marble in Belgium.

57. The main object of this visit was to see a method of quarrying marble in Belgium, with a view to ascertain whether some modification of it could be employed in the Festiniog slate mines.

The Traigneaux Marble Quarry lies some three miles from Philippeville, a town about 50 miles south of Brussels, and not very far from the French frontier. It is

worked by a company known as the "Société Anonyme des Carrières et Usines à "Marbres de l'Entre Sambre-et-Meuse." The three members of the Committee who went to the Continent were very kindly received by M. Berlo, the managing director of the company, who took them to the quarry and gave them every information in his power. The method of working practised at the Traigneaux Quarry may be briefly described as making vertical cuts in the marble by an endless wire saw. The blocks are then severed horizontally by wedging.

Endless wire saw.

The endless saw consists of a strand made up of three iron or soft steel wires of $\frac{1}{4}$-inch in diameter; this is made to travel by machinery along the stone to be cut, whilst sand and water are fed on continuously. The sharp grains of sand are carried along in the interstices between the wires, and gradually cut out a groove rather wider than the diameter of the strand. The wire is kept against the bottom, as the groove is deepened, by means of suitable pulleys fixed in vertical pits about 3 ft. 6 ins. in diameter, which have been excavated by hand or by machinery.

The process, brought out originally by M. Wilmart of Brussels, has been in use at the Traigneaux Quarry for upwards of ten years, and is considered highly satisfactory. It is employed, not only for cutting out large blocks from the parent bed, but also for subdividing them in the quarry and at the marble works.

We are of opinion that the wire saw might possibly be used in Festiniog for cutting down the sides of the chambers mechanically, and so leaving the pillars in a safer condition.

We desire to express our feelings of deep obligation to M. Berlo for the pains he took to render our visit profitable and agreeable.

Under-ground slate quarries at Fumay.

58. After leaving Philippeville, we spent two days in France, visiting under-ground slate quarries at Fumay, to the north of Mézières-Charleville, and at Rimogne, to the west.

Thanks to the arrangements which had been made for us by M. Brassart, the managing director of the "Société Anonyme de l'Ardoisière du Moulin Ste. Anne," our visit to the principal under-ground slate quarry at Fumay was rendered interesting and instructive. The bed of slate resembles to some extent the Festiniog deposits, but it is only about 23 feet thick. The system of working is totally different from that usually employed in North Wales. The bed is removed, slice after slice, by working from below upwards, and the supporting pillars are arranged along the strike. The rubbish is piled up in the chambers, and the men stand upon it while at work; they are thus always within reach of the roof, in fact, their work consists in taking off slice after slice from the roof.

Under-ground slate quarries at Rimogne.

59. At Rimogne, we were fortunate enough to be conducted through the under-ground workings of the St. Quentin pit by M. Lemmens, the managing director of the "Ardoisières réunies de Rimogne." The bed which is being worked is from 25 to 50 ft. thick, and dips at an angle of 42°. The system of working bears some resemblance to that employed at Fumay, that is to say, the pillars are formed along the strike and the bed is worked off in slices from beneath upwards, beginning at the lowest layers, whilst the workmen stand upon the rubbish and have all overhanging rock within easy reach. M. Lemmens informed us that accidents from explosives had become almost unknown since they had adopted cartridges of compressed gunpowder in place of the ordinary loose gunpowder formerly in use.

Though not suggesting that this mode of working is applicable to the Festiniog district, it yet possesses the following advantages:—

(1.) Smaller amount of waste material conveyed to the surface.
(2.) General collapse of the workings rendered impossible, owing to the chambers being filled up with rubbish.
(3.) Roof of the chamber always within reach, rendering careful examination very easy.

Our warmest thanks are due to M. Brassart and to M. Lemmens, for having afforded us the means of obtaining a practical insight into their methods of working.

Merioneth-shire managers should visit other mining districts.

60. Now that travelling is so easy and inexpensive, we think that the Merioneth-shire Slate Mining companies might, with advantage, occasionally send their managers and under-managers to other districts at home and abroad, for the purpose of learning through the eye the improvements which are constantly being made in the art of mining.

CHAPTER VIII.

Recommendations.

Recommendations.

61. We have classified our recommendations under the following headings:—

I. Prevention of accidents.
II. Care of injured persons.
III. Promotion of health.
IV. General matters.

I. Prevention of Accidents.

Prevention of accidents.

62. We have already pointed out what kinds of accidents most frequently happen at the slate mines, and it now remains for us to suggest some methods of lessening their number. The four categories which are most fatal, are:—

1. Falls of ground.
2. Explosions of gunpowder and other explosives.
3. On inclined planes.
4. By machinery underground.

1. *Falls of Ground.*

Periodical inspections.

63. As long as the present method of working by huge open chambers is pursued, there will be occasional unexpected falls from the roof or from the sides. Something may be done to render the falls less frequent by the careful inspection of each chamber, at intervals of not more than six months. This work might be facilitated by using some powerful illuminant, such as an electric search light, and telescopic ladders specially constructed for the purpose. The sides of the pillars should be inspected after the removal of each slice (*tew*, W.) by a competent quarry official, who should see that they were left secure. The results of the inspections should be recorded in a book kept for the purpose at the office of the mine.

Falls during the actual process of excavating blocks cannot be entirely prevented, but slate-getters can do much to protect themselves by a careful examination of the working places, as is now required by one of the Special Rules.

Supporting barriers.

64. Where the workings are carried on to a considerable depth, the present pillars along the dip do not seem to us to offer sufficient guarantee of safety; in cases of this kind we think that it will be advisable to leave adequate barriers along the strike of the beds from time to time, and so enhance the general stability of the workings and prevent the liability to collapse.

Robbing pillars.

65. The "robbing" of pillars should be forbidden as long as any workings likely to be injuriously affected thereby are in operation.

Sides of chambers to be cut mechanically.

66. We are of opinion that the working of slate by the system of large chambers would be rendered safer by cutting down the sides mechanically, instead of wrenching off the rock by blasting. It is not for us to specify what particular, "channelling machine" should be used for the purpose; but we believe that appliances which are already in the market could be arranged so as to do the required work. Other groove-cutters are sure to be invented. If a system of mechanical cutting were adopted, the pillars might be laid out along the line of dip and formed with vertical sides, instead of being somewhat askew and leaning, as they often are now. They would thus afford better support to the workings than they can in their present shape. Mechanical cutting would lessen the amount of blasting, with its numerous accidents and troublesome powder smoke, and diminish the vibrations of the supporting pillars which necessarily in time tend to bring about falls. In addition to the increased safety, there would probably be other advantages, such as increased output, diminution of the enormous waste of valuable material, and a saving in cost.

Advantages.

67. When mechanical groove-cutters have become recognised appliances in the Merionethshire slate mines, it may be found possible to modify the system of working considerably, with the result of having fewer unexpected falls of blocks or parts of blocks during the process of slate-getting. Any such modifications will have to be carried out under the light of the experience gained with these machines, which as yet have not been introduced into North Wales.

2. *Explosions of Gunpowder, &c.*

Iron and steel rammers.

68. Some of the accidents with explosives can be avoided by prohibiting the use of iron and steel tools in the processes of charging and tamping. Loose gunpowder has

been the cause of many casualties: we lean to the opinion that wherever it is practicable the use of naked powder should be discontinued. mers to be discarded.

The practice of firing holes with two different explosives, such as gunpowder and gun-cotton, at the same time has likewise led to accidents, and we think that explosives should in no case be used save in the manner recommended by the makers. Mixing explosives undesirable.

Walls should be built across disused tunnels in the pillars, so as to prevent blasting in one chamber from throwing stones into the next.

3. *On Inclined Planes.*

69. Riding upon waggons should be prohibited, and as far as possible separate pathways should be provided for descending into and ascending from the workings, which are nowhere deep enough to make mechanical raising and lowering a necessity. Working inclines should not be used as travelling roads, except in the case of the lowest floor of all, before there has been time to establish a second path. Better illumination of places where there is much traffic would be a step in the direction of increased safety. Special pathways for descent and ascent.

4. *By Machinery Underground.*

70. Many of the accidents with cranes would be avoided if they had brakes; we recommend that every crane should be provided with an efficient brake. Cranes to have brakes.

71. The inexpediency of having more than one set of Special Rules in a small district with almost identical conditions in all the mines is self-evident. At the present time the men have a right to do things in one mine which are forbidden in the next; this state of things must lead to a difficulty in enforcing the rules, and we strongly urge the adoption of one code of rules for Merionethshire, or at all events for the Festiniog district. If a uniform code is established, the opportunity of the change might be utilised to revise some of the rules and to insert new ones to meet our recommendations. We would suggest that any such new code of rules should be drawn up by a committee of employers and employed in conjunction with Her Majesty's Inspector of Mines. Special Rules should be uniform.

II. Care of Injured Persons.

72. Our own personal experience, and the evidence of the medical men, fully warrant us in advising that the best methods of rendering "first aid" to injured persons should be taught to every man and boy employed in mines. We consider that the owners and agents of mines should give an impulse to such teaching by affording facilities for instruction in ambulance work, by taking a personal interest in the classes, by offering prizes, and by establishing ambulance corps, such as already exist in connexion with some collieries. We need hardly add that we should like to see the 34th General Rule of the Coal Mines Regulation Act incorporated with any new Act for regulating the working of slate mines. This rule compels the owner to provide stretchers, splints, and bandages, ready for immediate use. We would even go further than this and not allow any person to be a manager until he had taken the certificate of the St. John Ambulance Society, or some other society of like nature and equal standing. The certificate is so easily obtained that an owner would not be inflicting a hardship upon the working population if he required at least one-fourth of his employés to pass the necessary examination. Ambulance classes. Appliances for rendering first aid to the injured.

The old method of conveying injured men from the Festiniog mines in unwieldy litters should be abandoned, and convenient light stretchers should be provided in their place.

73. The thorough recovery of injured workmen is often retarded or endangered by treatment at home, where, with the very best intentions on the part of relatives, there may be a lack of proper diet and conveniences, and utter ignorance of nursing. We fully recognise the good which has been done at Festiniog by hospitals, and we endorse the desire of the medical men that hospital accommodation should be provided for the workmen of all the mines. Hospitals.

74. Even if more hospitals are established and if the prejudice which exists against them in the minds of some persons is overcome, some cases will always be attended Nursing.

to at home; we may, therefore, fairly insist upon the advisability of teaching every girl the rudiments of the art of nursing. The knowledge is sure to be of service to every woman at some time of her life, if not for accidents, at all events for disease. The movement might be stimulated by establishing in a centre like Festiniog a properly uniformed nursing corps of women, ready to render their services in case of need.

III. Promotion of Health.

Promotion of health.

75. After the evidence given by the medical men, we can have no difficulty in making suggestions for the improvement of the health of the Festiniog workmen. They may be arranged under the various headings:—

1. Houses.
2. Food.
3. Clothing and habits. (Public baths.)
4. Travelling to and from work.
5. Accommodation at the mines.
6. Sanitary arrangements.

1. *Houses.*

Insanitary dwellings to be condemned by local authorities.

76. The three great requisites for wholesome dwellings are that they should be dry, light, and clean; and in a rainy climate, like that of the mining (*quarry*) districts, it is necessary to insist very strongly upon excellence of construction, and upon the observance of all precautions calculated to prevent damp walls and damp floors.

We consider that the local authorities in the quarry districts should see that their towns and villages are properly drained, and should fearlessly condemn all dwellings which do not present the necessary guarantees of dryness and perfect sanitation. That such a course will cost money we readily admit; but, in our opinion, any expenditure for promoting the general health of the community will be amply repaid by the lessening of disease. To quote the trite proverb, "Prevention is better than cure."

2. *Food.*

Instruction in cookery to be extended.

77. The evidence of the medical men shows that the food of the quarrymen and its mode of preparation might be greatly improved, and their opinion is corroborated by the instructresses in cookery. We fully recognise the impossibility of suddenly altering the mode of living of the workmen and their families; any change must be begun with the young, and it may be accomplished gradually by laying more stress upon the teaching of cookery in schools. We consider the present course too short; but if the maximum grant for the subject can be earned in five weeks, the school authorities have no inducement to prolong the teaching. Cookery cannot take the place which it deserves in the school curriculum until the Education Department becomes impressed with the fact that it is an art of paramount importance to the working classes.

3. *Clothing and Habits.*

78. The evidence of the doctors was to the effect that the workmen are suitably clothed, but that they do not change their underclothing or perform their ablutions as frequently as is desirable. The blame for the want of cleanliness with which the quarryman is reproached, is partly attributable to faulty barracks, without appliances for washing or living in decency and comfort. The Inspectors of Mines have directed attention to the shortcomings of the barracks upon more than one occasion in their reports. The Festiniog Local Authorities have at last awakened to a sense of their responsibilities, and, as far as the barracks are concerned, no doubt matters will be improved, though we do not agree with them in allowing two men to occupy one bed.

Public baths a necessity.

For the people generally, it is necessary to go further than the rules and regulations which can be enforced by byelaws. They must be taught from their earliest childhood that the body must be respected, that baths are essential, and frequent changes of underclothing a *sine quâ non* if health is to be preserved. Let the local authorities establish public baths and let the rudiments of hygiene be taught to every boy and girl. It is useless to hope for improved hygienic conditions among the workmen until the schools, local authorities, and persons in position act as guides, and point out the paths which lead to health.

Instruction in hygiene.

4. *Travelling to and from Work.*

79. We are of opinion that some of the illnesses of the Festiniog men may be fairly attributed to chills contracted in the daily railway journeys to and from the mines (*quarries*). The men waiting for their train, sometimes in wet clothes, may often be seen sitting on the ground at one of the stations of the Narrow Gauge railway, as there is not sufficient bench accommodation. A journey of three-quarters of an hour in damp clothes in a draughty railway carriage may easily lay the foundations of disease, and quarrymen who can live within easy walking distance of their homes would, *a priori*, be expected to be less subject to illness than those who travel daily to and from their work by rail. On the other hand, one of the witnesses told us that, in his opinion. lower house rent at Penrhyn and a better climate more than made up for the possible risk of catching a chill when travelling. The medical men do not agree with him on this point. Better railway accommodation.

The stations and the carriage accommodation of the Narrow Gauge railway might doubtless be improved, and some effort might be made by the railway companies to run more convenient workmen's trains.

5. *Accommodation at the Mines.*

80. At many ore mines the men have a set of clothes appropriated solely for their work, which they don on arriving at the mine in the morning, and take off again in the evening, so as to go home in their ordinary dress. A suitable changing-house is provided by the mine owner, with a fire or heating apparatus of some kind for drying the clothes. The miner, therefore, always has a dry suit in which to commence work, and no matter how wet he gets during the day, he can put on warm, dry, and clean clothes before starting for home. It is true that slate mines are drier than the average lead or tin mine, so that the workmen as a rule do not get wet; but many of them are often exposed to heavy rain in proceeding to their work, and we think that the example of the Cornish miner might be followed with advantage. But, given the best and most comfortably arranged changing-houses, would the Merionethshire men use them? We must confess that we do not believe they would, and on this ground we do not feel justified in recommending that they should be erected everywhere. We should like to see the experiment tried of providing one of the mines with a thoroughly good and comfortable changing-house, with every convenience for washing and dressing; if it were found that the younger men gradually began to avail themselves of the health-giving appliances, we would advise Section 23 (16) of the Metalliferous Mines Act, relating to changing-houses to be enforced rigidly. Dressing-rooms.

Comfort during meals is essential. Excellent eating-houses may be seen at some mines (*quarries*), and we should like to see them universal. Dining-rooms.

6. *Sanitary Arrangements.*

81. Much was said in evidence about the absence of closet accommodation above and below ground. We are by no means convinced that any illness has ever resulted from this fact; but the present practice may lead to disease, and we recommend that sufficient closet accommodation be provided below and above ground, and that the men be forbidden to use the old workings as latrines. The amount of closet accommodation required below ground would be small. Closet accommodation.

As far as it is reasonably practicable, under-ground paths along which men go to their work should be kept dry, and water should be prevented from running down the working faces. Underground paths and working faces to be kept dry.

Considering the large amount of cubic space per man in the slate mills, and the comparatively small amount of dust which is produced, we think that watering with a hose or spray in very dry weather will probably render the atmosphere sufficiently harmless. Every quarryman may, to a great extent, protect himself from the noxious influence of dust by breathing through the nose instead of through the mouth. Men in the mills should be guarded against unnecessary draughts as far as possible. Dust to be kept down by watering.

IV. General Matters.

82. It appears to us high time that the Metalliferous Mines Regulation Act should be amended. It must be regarded as a tentative Act; it has already been in force more than twenty-one years, and it has been found in practice to contain various Amendment of Metalliferous Mines Regulation Act.

defects. We have pointed out that the average slate mine is more dangerous than the average colliery. If certificated managers are required for the latter, *à fortiori* they become necessary for the former. In fact any privileges belonging to the collier should be conferred upon the slate-getter. Thus, he should have the power of being represented at inquests, and of making a monthly examination of the workings. (Coal Mines Regulation Act, 1887, Section 49, Rule 38.)

The 21st General Rule of the Coal Mines Act, which compels the securing of the roofs and sides of the travelling roads and working places, should likewise be made applicable to slate mines.

Any new Act should compel a daily visit to every working place by a competent person, and the keeping of a record of any defects or dangers.

Interested magistrates are forbidden to adjudicate upon cases under the Coal Mines Act, we fail to see any reason why they should be considered sufficiently impartial for dealing with cases under the Metalliferous Act.

The inhabitants of the Principality may fairly claim that, other things being equal, candidates speaking the Welsh tongue should have a preference in the appointments as inspectors.

It is desirable that some of the persons summoned to serve upon coroners' juries for investigating mine accidents should have a knowledge of mining. In mining districts this suggestion may easily be carried out. If there is a difficulty in getting such persons during the daytime, the inquests might be held after working hours.

Definition of non-fatal accidents.

The present definition of the kind of non-fatal accident which has to be reported gives trouble.

The manager of a mine is often in doubt as to what constitutes a serious personal injury within the meaning of the Statute. In many cases it is difficult for a doctor, and impossible for a layman, to decide upon the spot what the consequences of an accident are likely to be. The result is that some casualties which at first sight appear to be slight, are apt to remain unreported even after time has proved that the injury was serious. We consider that the statistics relating to non-fatal accidents would be rendered more reliable by compelling the managers to report immediately—

i. Any accident causing personal injury which arises from an explosion of gas, any explosive, or any steam-boiler.

ii. Any accident causing the fracture of a bone of any person employed.

And to report within eight days after its occurrence,

iii. Any accident which has caused an absence from work of more than seven consecutive days.

Technical instruction.

83. It is useless to advocate a higher standard of attainments among mine agents and foremen without giving them the means of improving their technical education. We therefore advise the establishment in Merionethshire of classes for instruction in mining and quarrying, and in the sciences bearing upon these industries. Much useful work of this kind is being done in other parts of the kingdom under the auspices of the respective county councils, and similar work might be done in Merionethshire; we also suggest that the University Colleges of Wales should extend to the mineral industries the aid which they are ready to give to agriculture.

Further, there is no reason why the time-honoured "Eisteddfodau" should not direct their attention, now centered almost solely upon literature and music, to hygiene, mining and quarrying. Until the people as a whole are convinced, by precept and by practice, that they can escape many of the ills of the flesh by observing known sanitary rules, we fear that little improvement in the health of the quarrymen can be expected. The well-qualified medical officers of health for the county are quite able to advise what measures should be undertaken, it remains for the ratepayers to support them in their endeavours to promote the welfare of the community.

Government inspection.

84. As regards Government inspection, one wish of the workmen has been anticipated. Two Welsh-speaking Assistant Inspectors of Mines have already been appointed to the North Wales district.

Summary of recommendations.

85. We append a summary of our recommendations. From this it will be seen that though some aid from Parliament is invoked, much good may be effected by making better use of existing laws and institutions. It must be remembered, however, as pointed out by Mr. C. Warren Roberts and Mr. Morris Thomas, C.C., that the burden of responsibility is divided between the masters and the men. Both have a duty to perform—the former in adopting all possible precautions, the latter in obeying rules and in using such ordinary care as common sense and experience may dictate.

Summary of Recommendations.

Description.	Page.	Paragraph.
I. Prevention of Accidents.		
1. Daily visits to each working place, and daily record of defects and dangers	xxx	82
2. Minute inspection of the roof and sides of each working chamber, at intervals not exceeding six months, with the aid of some powerful illuminant, such as the electric light	xxvi	63
3. Occasional barriers to be left along the strike of the beds when the workings become deep	xxvi	64
4. Adoption of mechanical groove-cutters for cutting down the sides of the chambers	xxvi	66
5. Iron and steel tools to be prohibited in charging and tamping	xxvi	68
6. Naked gunpowder to be used as little as possible	xxvi	68
7. Two different explosives not to be used in the same hole	xxvii	68
8. Walls to be built across disused tunnels in the pillars	xxvii	68
9. Riding upon waggons ascending or descending inclines to be forbidden	xxvii	69
10. Special pathways to be provided, as far as possible, so as to render walking upon inclines used for traffic unnecessary	xxvii	69
11. Cranes to be provided with efficient brakes	xxvii	70
12. Special Rules to be made uniform throughout the Festiniog district, or better throughout Merionethshire	xvii	71
II. Care of Injured Persons.		
13. Ambulance classes to be established in every mining district and to be encouraged by the mine owners	xxvii	72
14. Stretchers, splints, and bandages to be provided	xxvii	72
15. Managers of mines to be compelled to take the certificate of the St. John Ambulance Association	xxvii	72
16. More hospital accommodation to be provided	xxvii	73
17. Every girl to be taught nursing	xxviii	74
III. Promotion of Health.		
18. Houses to be made light and dry, and to be kept clean	xxviii	76
19. Quarry towns and villages to be drained	xxviii	76
20. Barracks to be improved and rendered fit habitations for workmen	xxviii	78
21. Practice of two men sleeping in the same bed to be prohibited	xxviii	78
22. Cookery to take a more important part in the school curriculum	xxviii	77
23. People to be taught and encouraged to keep themselves clean	xxviii	78
24. Public baths to be established	xxviii	78
25. Accommodation for workmen travelling by the Festiniog Railway to be improved	xxix	79
26. Hours of the workmen's trains to be made more convenient	xxix	79
27. Experiment of giving accommodation for washing and changing clothes at the slate mines to be tried, and to be extended if found successful	xxix	80
28. Dining-rooms to be provided	xxix	80
29. Sufficient closet or privy accommodation to be provided below and above ground	xxix	81
30. Underground footpaths and working faces to be kept reasonably dry	xxix	81
31. Appliances for laying the dust in mills to be provided	xxix	81

Description.	Page.	Paragraph.
IV. General Matters.		
32. Metalliferous Mines Act to be amended. Managers to be certificated	xxx	82
33. Workmen to have the power of making monthly inspections	xxx	82
34. Managers and representatives of the workmen to have a right to watch inquests	xxiii and xxx	48, 82
35. General Rule of Coal Mines Act concerning security of working places to be made applicable to slate mines	xxx	82
36. Magistrates interested in mines not to adjudicate	xxx	82
37. Welsh-speaking inspectors to have the preference, other things being equal	xxx	82
38. Coroners' juries to be composed in part of persons having an acquaintance with mining	xxx	82
39. Definition of non-fatal accidents, which have to be reported, to be improved	xxx	82
40. Classes to be established under the Technical Education Act or by the Merionethshire County Council to teach mining, quarrying, and subjects bearing upon these industries	xxx	83
41. Technical and scientific instruction to be given in connexion with the University Colleges of Wales	xxx	83
42. Hygiene and technical knowledge to be encouraged by the "Eisteddfodau"	xxx	83
43. Managers to visit other mining districts	xxv	60

Of these recommendations, Nos. 14, 15, 32, 33, 34, 35, 36, 37, and 39 would have to be carried out by an amendment of the Metalliferous Mines Act.

Many of the others, such as 1, 2, 3, 5, 6, 7, 8, 9, 10, and 11 might be enforced by Special Rules; indeed the Special Rules at certain mines already include some of them.

The local authorities have power to deal with the recommendations relating to dwelling-houses and barracks.

In conclusion we desire to express our obligations to the witnesses who came forward with useful suggestions, and to Mr. Treglown of the Ingersoll-Sergeant Company, who visited the Festiniog quarries at our request and furnished us with a report. We feel especially indebted to the medical men of Blaenau Festiniog, who took the greatest pains to furnish sound information and trustworthy statistics, and to the managers of mines who supplied drawings and photographs, besides giving us the benefit of their experience.

86. Mr. G. J. Williams, who since the commencement of the inquiry has been appointed an Assistant Inspector of Mines, rendered good service as interpreter.

We have the honour to be,

Sir,

Your obedient Servants,

C. LE NEVE FOSTER,
Chairman and Secretary.
JOHN E. GREAVES.
JOHN J. EVANS.
E. PARRY JONES.
JOHN JENKINS.

APPENDIX I.

MINUTES OF EVIDENCE

TAKEN BEFORE THE

COMMITTEE

APPOINTED TO INQUIRE INTO THE

DANGERS TO HEALTH, LIFE, AND LIMB OF THE WORKMEN EMPLOYED IN THE MERIONETHSHIRE SLATE MINES.

FIRST DAY.

At the Cocoa Rooms, Blaenau Festiniog, 5th December 1893.

PRESENT:

DR. C. LE NEVE FOSTER in the Chair.

MR. J. E. GREAVES, J.P.	MR. J. J. EVANS, F.G.S.
MR. E. PARRY JONES, J.P.	MR. JOHN JENKINS.

DR. RICHARD JONES, Blaenau Festiniog, examined by the Chairman.

Dr. R. Jones.

5 Dec. 1893.

1. I believe you are a doctor of medicine of the University of Edinburgh?—Yes, I am.

2. And that you have taken the Public Health Degree at Cambridge?—I have.

3. What is the exact title of that degree?—D.P.H. Camb.

4. How long have you been in practice in this district?—For 14 years.

5. Your practice, I believe, has largely been among the persons who are engaged in quarrying?—Yes, entirely so, and those dependent upon them.

6. Will you give us the result of your investigations into the health of the workmen as affected by his occupation, or by his residence?—I may say at the outset, that I was struck some time ago by an answer given before the Labour Commission by one of the witnesses. I forget the exact number of the question to which the answer was given, but I believe it is 7160 odd. The witness stated that the quarryman died young, and that the mean age at death was 30. In the month of January last, I went and examined the registers of death in the whole of this registration district, and I compiled a table of statistics, showing the mean age at death of the quarrymen who were employed at the Festiniog Slate Quarries. These tables include not only the quarrymen actually at work at the different quarries in this district, but those who had formerly worked there, but had left the quarries, as they were described in the registers. For the purposes of these tables I have divided the quarrymen into four classes, as follows: quarriers, rockmen, and miners, and labourers, and in the fourth class I have put the engine-drivers, platelayers, weighers, and men of that character who work at odds and ends in the quarry. I find from *Table I., that during the 10 years extending from 1883 to 1892 the mean age at death of those who have died, and have been registered as quarriers, was 47·9 years. That is the mean average of 10 years.

7. Before you go any further, may I ask exactly what you include under the term "quarriers"?—I was going to refer to that. I include exactly all those who were registered as quarriers, but in this mode of registration there are palpable mistakes. I will only point out one of them just to show what I mean. In the year 1888, there was an accident in the Oakeley Quarries, and five men were killed. Four of these men were in this registration district, and they have been registered as quarriers, whereas in reality they were labourers and not quarriers. The statistics are therefore faulty, inasmuch as the actual occupation of the man at the time of his death is not registered, and I would suggest that an improvement should be made in this respect.

8 Do you, under the term "quarrier," refer simply to men who are employed above ground?—Yes, so far as the registers are correct, men employed above ground.

9. (*Mr. E. P. Jones.*) Does it include all those?—Yes, but mostly splitters and dressers, so far as the register is correct. I find that the mean age at death of those who are classified as rockmen and miners was 48·1 years; those as labourers 54·3; and those in the fourth class (engine-drivers, platelayers, &c.), 60·3,—the mean age of the four classes being 52·6.

10. (*Chairman.*) Would the term "labourers" include any persons who work above ground, or not?—Yes, it would, such as those cleaning the mills and so on.

11. (*Mr. Jenkins.*) Do the miners include rockmen?—Yes. I classify the miners and rockmen together.

* Vide Appendix II. p. 136.

Dr. R. Jones.
5 Dec. 1893.

12. (*Mr. Jones.*) So that really your quarriers are slate-makers?—Yes, clearly, except for the mistakes that have been made in the registers. All the tables I have just referred to include accidents, and the mean age at death for the 10 years works out, as I have stated, to 52·6.

13. (*Chairman.*) And the witness at the Labour Commission gave 30 as the age?—Yes.

14. (*Mr. Evans.*) Does that include all classes?—Yes, in the Festiniog district. I have no figures as to any other district, but here it is 52·6. That is the mean age at death for the last 10 years, from accident and disease.

15. (*Mr. Jenkins.*) Those figures include accidents as well as deaths from disease?—Yes. If we exclude accidents, the mean age is 54 years, as is shown in Table II., which I propose to put in. All these tables relate to the 10 years between 1883 and 1892. The mean age at death of those who have died from accidents during those 10 years is 39·4, as is shown by Table III.

16. (*Mr. Jones.*) In the 52·6 where do you begin—at what age?—At 14 years of age. There is a footnote to the tables I am putting in which explains that. I state there that boys enter the quarries at the average age of 14 years. While referring to these tables I should like to point out some conditions that may modify this apparent disparity between the age at death of the different classes of workmen. In the first place, the registration is not correct, because men whom I knew to be labourers are entered as quarriers. In the second place, all those who work in the mills or outside go to the quarry at the average age of 14, whereas those who go under-ground to work go there, as far as my experience goes, between the age of 18 and 20 years, that is to say, they do not go to work under-ground at the same early age as they do above-ground. In arriving at the mean age at death of those two classes that is an important point to consider, because you have a larger proportion of young people among the quarriers than you have amongst rockmen and miners, and so the mean age would naturally be lowered.

17. (*Chairman.*) What do you think the rockmen and miners work at before they go to work to the quarries?—The rule in Festiniog, I believe, is that they work as agricultural labourers in many places outside the district. The majority of them come here and go to work as labourers in the quarry. They are then drafted to be rockmen, and perhaps miners. They commence as such when they are 18 and 20 years of age, and not at the early age that the quarryman proper commences to work at.

18. (*Mr. Evans.*) Do you think those men are stronger physically at their age than the men who work at the quarry?—Yes, I believe so. I believe that the supply of men to form the rockmen and miners and labourers is drawn from a different class of people to that which supplies the quarrymen who work outside in the mills, because almost all the quarrymen that work in the mills live in Blaenau Festiniog and Llan, or at all events the great majority of them. I have no figures to prove it, but that is my impression. They have been born and bred here in most instances, whereas those who work inside come from the agricultural districts round about, and learn to work as rockmen and miners after they have attained the age of 18 and 20 years.

19. (*Chairman.*) They start with a better supply of health, as it were, than the quarriers?—Yes, quite so.

20. (*Mr. Greaves.*) Then do you consider the population of Festiniog to be not so strong physically as the population of the outlying districts?—I do not exactly say that, but there are circumstances always attached to mining districts which must be taken into consideration as well, such as marriage, inter-marriage, infectious diseases (taking consumption as one), which tend to make the population not so strong perhaps in some respects as that of an agricultural labourer.

21. I suppose climatic conditions affect the question as well?—Yes, the height above the sea is an important consideration. We are here about 700 feet above the level of the sea, and all that must be taken into account in considering the question.* Thinking that the question might possibly be asked as to the mean age at death of those in this district who are not employed in quarrying, I have prepared another table.† This covers the same period, the 10 years between 1883 and 1892, and shows the mean age at death of the male inhabitants over 14 years of age, other than those employed in the slate quarries, in the same registration district. I have divided this portion of the population into four classes. In the first I put farmers; in the second merchants, grocers, drapers, tailors, weavers, gentlemen, professional men, clerks, accountants, insurance agents, travellers, &c.; in the third masons, joiners, shoemakers, bakers, slaters, butchers, saddlers, plasterers, blacksmiths, sett-makers, nailers, carriers, stonecutters, &c., and in the fourth I put agricultural and general labourers.

22. (*Mr. Jones.*) What is the age that you begin at in that table?—I begin at 14 years of age, as in the other tables. I include all the male inhabitants of 14 years of age and upwards, and I find that the mean age at death of all those classes put together is 59·46 years. Here again we must take into consideration the fact that we have a larger proportion—as I believe, though I have no figures to prove it—of aged people amongst those who are outside the quarries than amongst those who work in the quarries. How far that is correct I do not know, as I have no figures to guide me; but my impression is that that is the case, and it is a matter for consideration in comparing the various tables. We have also a lower birth-rate amongst those not employed in the slate quarries than amongst those employed there.

23. That would be so, naturally, if the ages are different?—I do not say they are. I mean the proportion of aged people between 40 and 75 years of age; but, apart from that, I believe the birth-rate amongst the quarry population to be higher than it is amongst those who are not quarrymen, and, of course, this makes the mean age at death lower, because you have a larger proportion of young people amongst the quarrymen.

24. (*Mr. Greaves.*) You include the tradesmen in one class?—Yes. The tradesmen are all in one class, the mechanics in another, and the labourers in another.

25. (*Chairman.*) The mean age at death of the whole of the male population, excluding those employed in the slate quarries, above 14 years of age, is 59·46?—Yes.

26. And of those employed at the quarries the figure is 52·6?—Yes, including accidents, and 54 excluding accidents.

27. But including accidents it is 52·6?—Yes.

28. And therefore there is an advantage on the part of the non-worker at the quarries of nearly seven years of life?—Yes, quite so, according to these figures. They prove that distinctly; but as I have pointed out there are considerations that ought to weigh in comparing the two, and these are the birth-rate and the larger proportion of aged people in the one class as compared with the other.

29. (*Mr. Jenkins.*) Have you any proof of that?—No I have not.

30. I mean as to the birth-rate?—No, I have not.

31. Or of the greater proportion of old people?—No, I have no figures as to that either.

32. (*Mr. Jones.*) You say the quarries receive the supply of workmen from outside?—Yes.

33. The young people come to work to the quarry?—Yes.

34. And the old people stay outside?—Yes. That is the way I look at it.

35. (*Chairman.*) Comparing the men who work at these slate quarries with the merchants, grocers, drapers, tailors, and so on, there is only an advantage of one year in favour of those classes?—Yes. In their case it is 53·57 years.

36. Against 52·6 in the case of the quarryman?—Yes.

37. The tradesman has just the advantage of one year of life?—Yes.

38. The person who works at the slate quarries is only minus one year, so to speak?—Yes, compared with Class 2 Table VII.

39. And Class 2 comprises merchants and tradesmen of different kinds?—Yes.

40. (*Mr. Evans.*) Excluding deaths from accidents they are not up to the average of quarrymen, according

* The altitude of the quarries at Festiniog varies from 800 ft. to 1,500 feet.
† Vide Table VII. Appendix II., p. 137.

to those figures?—No, by about one year, if you exclude accidents.

41. (*Chairman.*) Then if it were not for accidents the men employed at the slate quarries would live longer than the average tradesman?—These figures go to prove that; but I cannot say exactly. According to these statistics that would appear to be the case. I have also entered into the question of the number of deaths from phthisis (consumption) amongst those employed in the slate quarries, and I have prepared figures on that head for the same period, Table VIII. I find that the total number of deaths from all causes, amongst those employed in slate quarries for the 10 years from 1883 to 1892, was 473; and out of that number 73 died from consumption, that is *phthisis pulmonaris*, as distinguished from every other disease. That works out to 154 per 1,000, that is to say, 154 died from consumption out of 1,000 deaths from all causes.

42. How is that compared with the whole kingdom, or compared with other districts?—Shall I refer first of all to the non-quarriers in this district?

43. Yes, if you please—Amongst those not employed in the slate quarries there were during the same period 300 deaths from all causes, and out of that 300 there were 52 deaths due to phthisis, which means 173 per 1,000. Therefore, amongst those not employed in the quarries the number of deaths from phthisis was 173 per 1,000, as compared with 154 per 1,000 in the case of the quarryman. Table IX.

44. (*Mr. Greaves.*) Leaving a clear advantage to those engaged in the quarries?—I should not like to say that myself. That is what the figures show, but there are some considerations to be looked at in comparing the statistics. We ought to compare them, say with joiners or shoemakers as a class, or with masons and so on, but that is impossible in Festiniog, because the number of each of those classes is so small in comparison to the number of quarrymen. However, an approximate idea may be obtained from these figures.

45. (*Chairman.*) As far as these figures go, they show that the person employed at the Festiniog quarries or mines suffers less from consumption than the average person in the district?—So far as these figures go, they prove that the Festiniog quarrymen, taking them as a class, die from phthisis at the rate of 154 out of 1,000 deaths from all causes, whereas the males over 14 years of age in the same district who are not employed at the quarries die from phthisis at the rate of 173 per 1,000.

46. (*Mr. Jenkins.*) Both these tables apply to males? Yes, to males over 14 years of age.

47. (*Mr. Greaves.*) Giving an advantage to males in general of 19 per 1,000?—Yes. I should like to refer to some figures prepared for the Registrar-General; I find that Dr. Ogle, the late Superintendent of Statistics has prepared a comparative table of the deaths in different occupations, and he works out that the relative mortality figure of the quarryman is 1,122. He works it out in this way. He takes the males between the age of 25 and 65 throughout the whole of England and Wales, and he finds that 1,000 males between those ages die out of every 64,641 males living between those ages. It was a very difficult matter to make a comparison with the quarryman, because we have not such a number as 64,000 quarrymen, but I have taken all the deaths below the age of 25 and above the age of 65 out of the 473, and I find that there are 150 deaths outside the limits of those ages. This brings down the 473 to 323, which represents the number of deaths amongst those engaged in slate quarries between 25 and 65 years of age for the 10 years. My difficulty was to arrive at an estimate of the number of men employed as quarrymen who are between those ages, and who live in the district. I have put the figure at 2,000, but I do not know whether that is right or not. Taking 3,500 as the total number of all engaged in the quarries, I have deducted those below 25 and above 65 years of age, and I consider there are 2,000 men left who are between the ages of 25 and 65. I have done that in order to arrive at the per-centage, and I find that the figures, worked out in that way, show the relative mortality figure of the Festiniog quarrymen to be 1,043.

48. (*Chairman.*) As compared with the 1,122 of Dr. Ogle?—Yes. The 1,122 is the figure for the stone and slate quarriers throughout the whole of England and Wales.

49. Therefore, there is a considerable advantage in favour of the Festiniog quarrymen?—Yes, they compare favourably with the figures given by the Registrar-General with regard to stone and slate quarriers throughout the whole of the country.

50. Then the Festiniog quarryman enjoys longer life than the average quarryman of England and Wales?—Yes, he does, according to Dr. Ogle's figures.

51. Do the men suffer more from phthisis than the women?—I have not prepared any table as to that, but my impression is that women suffer more from consumption than men do in this district. I cannot put it as a fact, because I have no figures to prove it, but that is my impression.

52. (*Mr. Jones.*) Have you got the total figures as to the deaths from consumption?—No, I have not taken females and children into account in my table, because I thought it would not be a comparative table of quarrymen. There is a table that perhaps might throw some light upon it. Table 5 gives the number of deaths including those from diseases of the respiratory organs in this district. That is what I go upon mostly. During the 10 years, between 1871 and 1880, taking the whole of England and Wales, there were 3·76 per 1,000 of the population who died from diseases of the respiratory organs, whereas in the Festiniog urban district from 1880 to 1889 the deaths from those diseases were at the rate of 5·35 per 1,000 of the population. In London, for the period from 1871 to 1880, the rate was 4·6 per 1,000 of the population. This shows that these diseases are higher in this district relatively than they are throughout England and Wales and than they are in London.

53. (*Mr. Greaves.*) Does that take in the whole of the population?—Yes; it includes women and children.

54. (*Mr. Jenkins.*) And it also includes all diseases of that character?—Yes; all diseases of the respiratory organs. Phthisis among females and young children is higher than it is among males. I believe that in considering this question of deaths from consumption in this district, there are other things that ought to be taken into account. There is the geological formation of the district. We know that the dip of the strata is against the natural fall of drainage, and there is always an accumulation of under-ground water. Our houses are faulty, in that no provision has been made to prevent the evaporation of this underground water. There is no asphalt or anything of that kind in the basement of the houses, and we have no system of drainage. It has been proved beyond a doubt by Sir George Buchanan and other authorities that where we have satisfactory drainage and systems of drains, the deaths from consumption are reduced. In Salford it was reduced 45 per cent., and in Banbury 41 per cent., and it is a recognised fact that the deaths from consumption are in that way very much reduced. I therefore put that down as one cause of the prevalence of diseases of the respiratory organs in this district. This question of phthisis I refer to particularly in relation to the condition of the men who work under-ground, compared with those who work in the mills (dust inhaling). To my mind, it is a very difficult thing to prove exactly the relation between these two factors—the cause and the effect—because in the first place one is struck by the absence of initiatory symptoms, such as chronic cough, asthma, and so on, which we get in other occupations where phthisis is met with. We get premonitory symptons which ultimately lead to consumption. In Festiniog these are absent in a great measure, though not entirely, and one is struck by the fact. I only know of one case of Emphysema in the whole of Festiniog. I do not know of anyone who has performed a *post-mortem* examination of the lung of a quarryman in this district, and in the absence of that, I find a difficulty in arriving at a proper conclusion. But this I will say, that the tendency of all diseases of the respiratory organs in this district is to assume a low type (adynamic). As factors in considering this question, I would mention the want of proper ventilation in the bedrooms of the quarrymen, the dampness of the surrounding soil, the nature and quality and mode of cooking their food, and the cold and wet that they are exposed to. In addition to this, there is the question of slate dust. How far that goes as a consideration I cannot prove. Slate dust will undoubtedly irritate. That is the primary effect of it, and perhaps it will set up inflammation which will lead to chronic phthisis, which we find the quarrymen of this district suffering from.

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55. (*Mr. Greaves.*) That is entirely presumptive?—Yes; I have no means of proving it.

56. Some of your statistics have gone to prove that the quarrymen are remarkably free from these complaints?—Yes; compared with the rest of the male population.

57. Those who work in the quarries live under more favourable conditions?—Yes, presumably.

58. (*Chairman.*) If you take the men employed above ground in the sheds, is not their death-rate from consumption higher?—Yes; it is. I have a table prepared as to that Table VIII., which shows that in the case of quarriers employed above ground, the number of deaths from phthisis out of 1,000 deaths from all causes is 236, whereas the number in the case of rockmen and miners is 140 per 1,000, which is of course a considerable difference.

59. But may not that fact be partly due to the fact that the man who is in the mill sits down in a cold and draughty place, whereas the man who works underground is differently situated. Is it certain that it is the dust that makes the difference between the two men?—I would not like to say so. I have said exactly what I feel about the slate dust—that it does irritate, but whether it is enough to account for the difference I cannot say.

60. (*Mr. Greaves.*) You have already pointed out that the rockmen as a rule are more robust than the quarriers?—Yes, that is so.

61. Therefore the quarriers are more subject to every sort of disease?—Yes.

62. Whatever it might be?—Yes, quite so. On Saturday last, for instance, it was freezing, and I sent a thermometer down to floor L., as it is called, in the Oakeley Quarries and I found that it registered under-ground 46° 4 F. and above-ground 32° F. I took the temperature again yesterday when it was raining, and down at the bottom it was 46° F. and above-ground 45° F., so that there was a difference on Saturday between the above ground and underground temperature of 14 degrees, whereas, yesterday it was only one degree. That of course is not enough to enable one to form any conclusion.

63. (*Chairman.*) It is a matter of common knowledge that the man under-ground is much less exposed to variations of temperature than the man who works above-ground?—Yes.

64. (*Mr. Jenkins.*) It is healthier above-ground?—I did not say that. The man is not so exposed to changes in the weather under-ground. In connexion with the question of slate dust, I may say that I sent a letter to all the quarry managers in the district, asking them to give me the measurements of two slate mills in each quarry, and I have had a reply from every one of them. I afterwards prepared Table XIII. from the information supplied to me in that way, and I propose to put the table in. It contains the particulars of 18 mills, and gives the length, breadth, and average height of each, together with the number of sawing tables, the number of dressing machines, the number of doors and other openings, the number of boys and men employed in each mill, and the cubic capacity of each mill. I then made the following deductions:—for every sawing machine I have deducted 125 cubic feet; for every dressing machine 25 feet; and for the blocks, slates, machinery, &c., that are in the mill, displacing air I have deducted 50 cubic feet for every man employed in the mill. I find that the cubic space per man and boy employed in each mill ranges from 3,186 to 9,049, the mean average of all the mills per man and boy employed, being 5,019 cubic feet. The requirements of the Factory Inspectors, which are as a rule held sufficient, are that not less than 250 cubic feet shall be allowed per man, and if the men work overtime that not less than 400 cubic feet shall be allowed. The common diseases of the quarrymen are diseases of the respiratory organs in which pneumonia plays a very important part; rheumatism, with all its complications; and diseases of the alimentary system, such as indigestion and so on. I believe a great deal of the latter class of disease is due to the way in which the quarrymen prepare their tea. It is the habit of the quarrymen in this district to send a boy about half an hour before the meal time to an eating house, prepared by the owners for their comfort, with tea and sugar and water in the same kettle, which is put on the fire and boiled. It then stews there half an hour or more before the men come there to drink it. That habit, continued day after day for a number of years, is in my opinion the cause of the indigestion we find in this district, and other diseases which come as a consequence. They undoubtedly ought to have two kettles. They ought to boil the water in one and brew it in the other. I have been trying to preach this to them for a long time; but they will not be advised on that point. As to the habits of the quarrymen, I should say they are thrifty, sober, and cleanly. I believe they smoke a great deal too much. As to the food for the young, it is much better in this district at the present time than it was a few years ago. We have a large quantity of milk coming in now, and this is a great boon for the workingman. But the constituents of a nutritious diet are not supplied to the quarrymen as they should be. I believe that if anything could be done in this direction it would be the means of adding to the health of the men and reduce disease among them. They take bread and butter and tea far too often, and this leads to a want of stamina and inability to withstand disease when it comes.

65. (*Mr. Jones.*) Do you suggest that he should have proper meals in the quarry?—It would be a great boon to the quarryman if he could get a proper dinner.

66. Do you mean in the quarry?—Yes, in the middle of the day.

67. (*Chairman.*) What would you advise as a satisfactory diet?—I would supply nitrogenous food. At present they get none, except perhaps what is contained in the milk they use with their tea. They ought to get a good deal more than that, and they should also eat more fat.

68. (*Mr. Jones.*) Do you take in or leave out from your calculations that they get a dinner when they reach home?—I take that into consideration generally, but I am talking now of the meal which a man who works hard during the day requires in the middle of the day.

69. (*Chairman.*) Do you think he might add oatmeal porridge to his diet?—Yes, he could with advantage, and milk—or even buttermilk—would be much better than tea. I look upon tea simply as a stimulant. Its effects soon pass away, and it does not strengthen him, whilst it leads to various forms of disease of the stomach. As to clothing, I think that the quarrymen are very well clothed when they work. They wear a good deal of flannel,—flannel vests and drawers and stockings—and of course the non-conducting and hygroscopic properties of flannel tell very much in their favour. As to the dwellings of the quarrymen, I have already said what I think of them.

70. Are the barracks kept clean, and are they good in your district?—The barracks we have in Festiniog are not what they ought to be for the comfort of the men who live in them during the week. I do not think there are barracks in the quarries, and I am talking now of barracks outside the quarries. Our Local Board has lately had this question before it, and notices have been put in these barracks as to the number of men that shall be allowed to sleep in them. The number of men allowed to sleep in them has been reduced, and as the result of the investigations into the matter, four sleep now where six used to sleep.

71. Is it not a fact that they often sleep two in a bed?—Yes, it is. I know of a place where there is not sufficient breathing space for two men, and yet there are six men sleeping there—three beds with two men in each.

72. But cannot that be prevented by the Local Board?—Yes, it can.

73. By existing legislation?—Yes. There are regulations which apply to these places, and the owners or occupiers can be compelled to respect them.

74. Do you think that if these byelaws and regulations are enforced it will conduce to an improvement in the health of the men?—Yes, I believe so.

75. And is it not a fact in regard to some barracks that the men eat and drink and sleep in the one room?—I cannot recall a case of that kind to my mind now. I think they have a separate room to sleep in.

76. I believe it was the case not so very long ago?—I should not like to speak as to that, because I do not know.

77. (*Mr. Jones.*) What do you say as to the condition of these barracks independently of the number of men who sleep there?—The majority of them are in an insanitary condition. I could mention a case now, where I

have a patient in a barracks suffering from erysipelas. There are six men living in the same place, and they must sleep in that room. They cannot get rooms anywhere else.

78. (*Chairman.*) Is that not a highly infectious disease?—Yes.

79. And is not that a public scandal?—Yes, it is.

80. Is it not the duty of the Local Board to isolate a case of that kind?—Yes, but we have no infectious hospital. The inspector told the men that they must not sleep in that room, and they replied that they had no other place to sleep in, and that the people next door would not take them in, as they were afraid of them.

81. Is it not the duty of the local authority to provide a hospital where such cases as that can be received?—Yes, and it is provided in other districts.

82. And why is it not provided in Festiniog?—I cannot say.

83. (*Mr. Jones.*) You said that the slate dips in a certain direction?—Yes.

84. Supposing it dipped in any other direction, do you think the condition of the houses would be improved?—In the present condition of things you get an accumulation of under-ground water, and the presence of under-ground water under the houses is the cause of disease according to the opinion of the greatest authorities. If you remove that cause of disease you reduce the number of deaths from consumption, for instance, by nearly 50 per cent. That has been the experience of other towns.

85. (*Mr. Greaves.*) There would be a natural drainage if the dip were in another direction?—Yes, certainly.

86. (*Chairman.*) If you could raise every house in Festiniog and lay down a layer of concrete you would improve the health of the population?—Yes. I do not think there are a dozen houses in the place with such a provision.

87. (*Mr. Greaves.*) And not even a damp course?—No. I have also prepared a table as to accidents: Tables XI., XII. I have taken the Oakeley Hospital figures for the last 20 years—from 1873 to 1892—and have taken out the number of men who were brought into the hospital from the Oakeley quarries only. Years ago there were men taken there from all the quarries, but for the purpose of these tables I have only taken the Oakeley men into account. I have classified the accidents into five classes: (1) sprains, bruises, contusions, &c.; (2) head injuries; (3.) fractures and dislocations; (4) injuries due to blasting; and (5) internal injuries. During the first 10 years—from 1873 to 1882—there were 206 cases brought into the hospital, and in the last 10 years—from 1883 to 1892—178 cases. As to the number of men employed at Oakeley quarries I can give no information at present. Dr. Foster has prepared figures which give that information, but I have not got them by me just now. During the last five years men have been going to the hospital who did not go there in former years, because two other firms of medical men send their patients there. That is a point to be considered in regard to the number of cases treated, as only one firm was allowed to send patients there up to five years ago.

88. And yet they show a decrease in spite of that fact?—Yes, a slight decrease—178 as against 206. I believe that the number of accidents from blasting are fewer than they were, and also those from falls,—men tumbling over in the quarry and getting injured. Accidents of that kind are undoubtedly less frequent.

89. (*Chairman.*) Do you think there are more falls of rock upon the men than there used to be, and more injuries of that kind?—If we look at these tables we find that the number of head injuries in the 10 years between 1873 and 1882, were 39, whereas in the 10 years between 1883 and 1892 the number was only 29.

90. (*Mr. Greaves.*) The presumption being that these head injuries resulted from falls of rock?—Yes, that is my view of the matter, but of course I can not say anything as to that. I have not gone into the causes of the accidents in this table.

91. (*Chairman.*) It has struck me in going down the Narrow Gauge railway and seeing men come from the quarries, possibly wet, and sit down on the ground waiting for the train to come up, that they suffer in health from that. They afterwards travel in a railway carriage,—do they suffer more than men who can walk to their homes?—I have no figures to prove it, but I have no doubt, in my own mind, that exposure to cold and wet bears directly upon those men who are so exposed at a time when they are not doing any work to keep themselves warm. After having worked for hours in the even temperature down below, and coming into the colder temperature outside they are undoubtedly more liable to take cold and contract disease.

92. May not the Festiniog Railway be to the quarryman a sort of pneumonia trap?—Undoubtedly. A man who works in an even temperature for hours and comes up to a lower temperature would no doubt contract disease much more readily than another man.

93. Is the man who comes down by the London and North-Western Railway not better than off than the man who travels on the Festiniog Railway?—Yes. He gets into a carriage at once.

94. And is he not in a better carriage?—I do not know. In the one case he has to remain outside to wait, but in the other the carriage is waiting for the men.*

95. (*Mr. Jones.*) Can you give us the time that the men are kept waiting say—by the Festiniog and the London and North-Western and the Great Western lines in the mornings and in the evenings,—I am sure it has struck you?—They leave work in the summer months at 5.30 p.m., and the train starts for Dolwyddelen at 5.45, so there is just enough time for them to get to the station and jump into the train. It is different now. They leave off work at 5 or 4.45, and the train does not start until nearly 6 o'clock. That was the arrangement until quite recently, but this month the railway company have put on a special train to run at 5.15, and this train will be continued until the days lengthen. On the Festiniog Railway the men have about half an hour to wait before the train goes down.

96. (*Chairman.*) And all that would help on disease?—Yes, it would make him more liable to contract disease, and he would also suffer more from the effects of it.

97. Do you think it would be any advantage if a man had some place where he could change his clothes before going to work,—a place where he could take off his wet clothes and put on dry clothes?—I have no doubt that if a man had dry clothes to start with he would be better off than he would be in wet clothes.

98. Do you think that if they had a place of that kind prepared for them that they would change their clothes?—Yes, I think they would.

99. (*Mr. Jones.*) What is the difference as regards health between a man who lives a long way off and a man who lives close by?—I have no data on that point.

100. (*Mr. Jenkins.*) Have you not made any inquiries as to the sick funds at the quarries?—I have been trying to get at the figures, but I could not, because it is not in every case that a medical certificate is required, and it is not necessary to put the cause of illness down, so that you are at once met with difficulties if you try to get at the exact figures. They may do things now on a better system, but you must have the figures for 10 years at least before they are of any value, and as the figures for the last few years cannot be got accurately it is of no use trying to prepare a table.

101. But your figures go to prove that the quarrymen, taking phthisis alone, are better off a good deal than the rest of the population in this neighbourhood?—So far as they go, the figures go to prove that there are fewer deaths from phthisis among quarrymen, relatively, than among those who are not employed in slate quarries. But the comparison is not exactly correct. To make a proper comparison one ought to take one class of workmen—such as joiners or masons—and compare them with quarrymen, instead of comparing all those classes together with the quarrymen. I have taken them all together, because from the fewness of the number I was obliged to do so. There are, again, cases where men have worked in the quarry for some little time. A man of that class may commence business, say as a coal merchant, and if he is registered as such I include him in the non-quarrymen class, although as a matter of fact he may have worked in the quarry for a number of years. I have taken the figures from the registers kept by Mr. Thomas Roberts, the Superintendent Registrar, and by Mr. Daniel Humphreys, the registrar of births and deaths for the

* I refer to the Junction and Tanygrisiau stations on the Festiniog Railway.

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Festiniog Registration District. They do not include quarrymen living at Dolwyddelen, Bettwsycoed, Llanrwst, and the neighbourhood, nor those at Portmadoc, Criccieth, or Harlech. The men not included, however form but a small minority of those employed in these quarries.

102. You say that phthisis is more prevalent among women than it is among the workmen?—Yes, it is more prevalent among women and children.

103. That is your opinion?—Yes, but I have nothing to prove it. You get a large per-centage of deaths from diseases of the respiratory organs.

104. You said also that a great many of these men go to the quarry at the age of 18 and upwards from the agricultural district. Are they more subject to those diseases, or less so?—The majority of the men who go to work under-ground are men who start to work under-ground when they are 18 or 20 years of age. Fewer die from consumption among those who work under-ground than among those who work above-ground. One reason why they are less liable to diseases of that kind is that they start work there at an age which more or less protects them, 18 or 20 is a better age to start at than 14. I could not say what the case would be if all the men who work under-ground started at 14 years of age. I do not know what the proportion would be. It might be the other way about.

105. Have you ever taken special notice of these men—what is the effect upon their health after having worked under-ground say for a year?—If you look at them going from their work they look very much less respectable, so to speak, than those who work above-ground; but I do not know that you can very well distinguish between them if you see them in their Sunday clothes.

106. Do you know what number of men who are a little old there are who are working under-ground at the present time?—I cannot give an opinion, as I have not had the figures. I asked for the figures to be taken in one quarry, but I have not had them, and I do not know whether they have been taken or not.

107. You say that the older men work outside the quarry?—Yes, that is so.

108. Can you give a reason for that?—A man cannot work very hard when he is 60 years of age.

109. (*Mr. Greaves.*) A great many quarrymen retire—they leave the occupation at a certain age and go into other walks of life?—Yes, they do, very often.

110. Do they really retire, or do they die?—I know of some who have left the quarry, and who take other work in hand afterwards; but I could not give any figures to prove either one way or the other.

111. Are there many infectious diseases, such as typhoid and so on, in the district?—I am glad you have asked me that question. For the 10 years from 1865 to 1874 a report was prepared by Dr. Bloxall, of the Local Government Board, who visited Festiniog for the purpose of investigating the matter. He said that the average deaths from typhus and typhoid in Festiniog was at the rate of 12·9 per annum for the 10 years. Some time ago I prepared another table, from 1880 to 1890, and I found that the deaths from fevers—typhus and typhoid—were at the rate of 1·3 per annum for that period. In the one period of 10 years the rate was 12·9 per annum, and in the other 10 years 1·3 per annum. That improvement came in after the introduction of the Llyn Morwynion water.

112. (*Chairman.*) The number is 10 times as small now?—Yes.

113. It was reduced 9/10ths in 10 years?—Yes. Prior to that they got their water-supply from shallow wells and polluted streams.

114. (*Mr. Jenkins.*) Have there been any cases of that kind here of late?—I believe there have been eight or nine cases during the last few months.

115. And were they generally among women or men?—There were two cases in Newmarket Square—a girl of 14 and a boy of 12 years of age; a boy of three years at Tanygrisiau; a man of 35, who worked at the foundry at Tanygrisiau; and a man, named William Jones, at Dolrhedyn, who was 45 years of age. Those are the cases that have been notified.

116. (*Chairman.*) Do you think that any of the water of the district is polluted by drainage from the quarries, owing to the scarcity of privies; have any cases of fever been traced to pollution of water of late years?—I cannot recall a single case where it has been traced to the water-supply.

117. Do you think there is any chance of the water being polluted from the quarries at the present time?—No, it is highly improbable.

118. If sanitary arrangements are altogether absent or in anyway defective in the quarries, the population will not suffer in consequence?—It will not suffer from the water-supply becoming polluted.

119. (*Mr. Jenkins.*) What would be the effect of such a state of things upon the workmen themselves?—If there are defective sanitary arrangements, it would, no doubt, be beneficial to remove them.

120. (*Chairman.*) Then you think that as far as the pollution of water is concerned, there is no danger?—It is highly improbable that the water-supply of the town will be affected by any defective sanitary arrangements in the quarries.

121. (*Mr. Greaves.*) And the same water is supplied to the whole of the district?—Yes.

122. So there is no necessity to get water from any other source?—No, there is not.

123. (*Chairman.*) Do you think that there are sufficient ambulance appliances at the quarries in this district?—I think that if the men were trained to the use of the ambulance stretcher, it would be a great boon to them, but there is a great disinclination to use it. I believe there is one in almost all the quarries here, though I do not know exactly, but I know that the men do not like to use it. Why that is, I do not know. It would be a great improvement if they could be induced to use it.

124. What do they use?—They use a large box which requires four men to carry it when it is empty It would be a great improvement if they would use an ambulance, which they could carry anywhere about the quarry, and which would be much more comfortable for the injured. The box should be taken away from the quarry altogether.

125. Is it not desirable that a man should be kept warm and covered over after an accident?—Yes, undoubtedly. I know of cases where serious illness has resulted internally owing to the men having been carried about in an improper way, and not covered over as they should be.

126. (*Mr. Jenkins.*) And that sort of thing has resulted in death?—Yes, I know of such cases, where death has resulted from pneumonia. The case of William Jones, Talywaenydd, was one of them.

127. (*Chairman.*) And that might have been prevented by the use of a good ambulance?—Yes.

128. (*Mr. Greaves.*) Have any lectures been given under the Association?—Yes, I have conducted classes for the railway men and a few outsiders.

129. Would it not be a great advantage if the quarrymen could be got to join those classes?—Yes, it would be a great advantage. There have been cases where there has been loss of blood resulting in death, and these might have been avoided if the men had been instructed in ambulance work.

130. (*Mr. Jenkins.*) Do you know of any stretchers of that kind which are provided by the owners of the quarries?—I think there are three in the Oakeley Quarries, although I do not know for certain. I think there is also one at the Llechwedd Quarry.

131. A proper covered stretcher?—Yes. It can be made either open or closed, and it is much lighter than the old box, and easier to carry about.

132. Is there any provision made by the quarry-owners in cases of accidents?—There are two hospitals here. One belongs to the Llechwedd quarry and the other to the Oakeley quarries, where all accidents are taken in. The patients are attended to, and fed and nursed at the expense of the owners of the quarries, and there is no doubt they are a great boon to the neighbourhood.

133. Are those the only hospitals there are?—Yes, those are the only two in the place.

134. And they are supported entirely at the expense of the owners?—Yes.

135. (*Mr. Evans.*) Where do the other quarries send their injured?—They have to go home; but I have seen cases where it has been otherwise. Men who were injured and who lived outside, have been taken to the Oakeley Hospital, and a fixed fee paid for their mainte-

nance while they were there; but those cases are not frequent.

136. (*Mr. Jenkins.*) Are there subscribers to those hospitals?—The Rhosydd, Cwmorthin, Oakeley, Llechwedd, and Diphwys Casson, and I believe the Votty and Bowydd, and nearly all the quarries in the district used to subscribe towards the Oakeley Hospital years ago, but at present that is not the case.

137. (*Mr. Greaves.*) Did not two or three quarries subscribe *pro rata*, and the other quarries send their cases there at a certain fixed charge?—Yes, perhaps that is it.

138. (*Mr. Jenkins*). In your opinion these hospitals are very valuable?—Yes, very.

139. (*Mr. Evans.*) Have the men any objection to go to the hospital?—I have known men who did object, but those cases are very few indeed. Almost every bad case, where the hospital is available, goes there.

140. (*Mr. Jenkins.*) There existed a certain amount of prejudice?—Yes, there used to be a good deal at one time, but I think it is almost entirely done away with now.

141. (*Mr. Evans.*) Do you include all the diseases in your 1,043 that Dr. Ogle included in his 1,122?—Yes, I do. It is a very difficult thing to arrive at that figure, owing to the data being small. With the figures I have been able to get, it works out to 1,043, as compared with 1,122.

142. Do you think that there is as much dust within the quarry as there is outside in the sheds?—No, I do not think there is.

143. Do you admit generally that dust has a bad effect on the lungs of the men who have to work in it?—I have said before that I believe that the primary effect of slate dust is a mechanical effect. It irritates the part it comes in contact with, and it may be the means of setting up inflammation, which may develop ultimately into other diseases.

144. Do you think that slate dust is less injurious than granite dust?—It is certainly not so injurious, according to statistics which have been prepared on the point. I work it out that amongst the Festiniog quarrymen, out of 1,000 deaths from all causes, 154 are due to phthisis, whereas the proportion of the Cornish miners is 375 per 1,000.*

145. Do the Cornish miners die from the effects of dust or of damp?—The nature of the dust and its shape is put down by Dr. Ogle as one of the points for consideration. He has prepared a table which shows that amongst the coal miners, 126 die from consumption out of the comparative mortality figures of 891; amongst Cornish miners, 690 out of 1,839; and amongst stone and slate quarriers throughout England and Wales, 308 out of 1,122. The figures as to the latter work out to about 274 per 1,000; that is to say, throughout the whole of England and Wales 274 die from consumption out of 1,000 deaths from all causes (age = 25 to 65).

146. He does not distinguish between slate quarries and stone quarries?—No, he does not.

147. You are familiar with the sheds where the quarrymen work?—Yes, I am.

148. Do you when you enter those sheds find that they are very dusty?—In the summer months they are. When you enter them you find there is a lot of dust in them. You do not find it so much in the winter months.

149. Because there is not so much light to view it?—Perhaps, and possibly the dampness of the weather. In the dry summer months the dust dries quickly.

150. Did you notice whether these sheds are properly ventilated or not?—In Table XIII., which I have already referred to, I have a column for the number of doors and other openings for ventilating purposes, and I find that they vary from two and three up to 65 per mill. The 65 openings are in a mill which is 424 feet long and 64 feet broad.

151. Are those doors on the floors?—Yes, they are level with the floors. They are at the sides and ends of the mills.

152. But the dust generally rises up, does it not?—Yes, undoubtedly.

153. Do not you think that ventilation at the top would be better than ventilation at the sides?—Yes, it would be an improvement undoubtedly. It is so in some mills, I know.

154. Would you recommend their adoption generally?—I should say it would be a means of ventilation. I cannot mention any special form; but proper ventilation at the top would undoubtedly be an advantage.

155. (*Mr. Jones.*) Do you make this suggestion at the risk of making a draught in those mills?—I know that the men complain of too much draught; but I am asked now as to the best mode of ventilation.

156. (*Chairman.*) May not the draught be worse than the dust?—I believe it is almost impossible to ventilate a large mill with a cubic space of 5,019 cubic feet per man without creating a draught.

157. (*Mr. Greaves.*) Do you know, as a fact, that the mills where there are ventilators at the top are better than those where there are none?—I cannot say anything as to that.

158. Have you ever considered the weight of the dust and whether it floats?—Sometime ago I was writing a paper which bore on this question, and I got some of the slate dust, and Mr. G. J. Williams kindly examined it for me under the microscope. We collected some on a level to where the men were working, and some more a little higher up, and we found that the dust taken from the highest point was finer than that obtained lower down.

159. (*Chairman.*) There is a dust which settles on the rafters of the building?—Yes, and that is much finer than the other. The heavy particles fall down below, and the lighter ones rise up.

160. (*Mr. Evans.*) Have you ever had complaints from the men themselves that they consider that the dust affects their health from their point of view?—Yes, I find that the men complain of dust. They think that the dust is the cause of their illness, and many of them seem to believe that if they take a drink to wash the dust out of their mouth, they improve their condition,—say a glass of beer or water. It gets into a state of clay, and clings to the roof of the mouth.

161. The opinion of some doctors in the neighbourhood of the Carnarvonshire quarries is that the respiratory organs suffer more now from the effects of dust since the erection of the sheds; and that rheumatism on the other hand is decreasing. What do you think of that?—In the first place there is no *post-mortem* examination by which to prove it. We have rheumatism here, I know, but how it compares with the other quarries, I do not know.

162. (*Mr. Jenkins.*) You say that the primary effect of the dust is to irritate?—Yes.

163. And that it develops into inflammation?—Yes, it may. The primary effect is mechanical, which may lead to inflammation.

164. Could that develop into pneumonia?—It would not be the cause of pneumonia.

165. But could it develop into pneumonia?—It might, with other conditions, such as a chill, for instance.

166. Pneumonia never comes on without a chill?—That is one of the initiatory symptoms of the disease. It starts with a state of congestion in the lung.

167. Is pneumonia a prevalent disease in this district?—It is. A table that I prepared in 1890 shows that out of all diseases of the respiratory organs in the previous year (1889) 55 per cent. died from pneumonia. In that year, however, we had an epidemic of pneumonia here, and taking the 10 years from 1880 to 1889 the per-centage is 36·4.

168. (*Chairman.*) Is that a high per-centage compared with other districts?—I believe it is, but I have not been able to get the figures for England and Wales.

169. (*Mr. Jenkins.*) In your opinion the dust has nothing to do with it?—I do not say that it has nothing to do with it, but I should say it would require other conditions as well to produce pneumonia.

170. Have you any suggestion as to how the dust can be done away with except by means of ventilators?—I could not suggest anything. I have been thinking it over. You could not take it away by exhaustion shafts. If you had one of these above the dressing machine, the dust would be taken up, but there is dust in other

* Cornish miners between 25 and 65 years of age.

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parts of the mill, which could not be got rid of in this way. General ventilation, I should say, would improve it, or you could have a spray over it, say during the dinner hour when the men are not there.

171. (*Chairman.*) You mean watering the mill?—Yes.

172. But do not you in that way introduce another danger,—that of dampness?—Yes, you would, no doubt.

173. With regard to your figure of 1,043, is it not the fact that some of the Festiniog quarrymen would be living in other places and registered there, would that affect your figures?—At the end of the first table I make a remark to the effect that those who live outside Festiniog, in the districts I mention there, are not included.

174. And that would not really affect your main conclusion?—I do not think it would.

175. If those who live in these districts form but a small minority of the men employed in the quarries, they would not affect your figures to any considerable degree?—No, it would not.

176. (*Mr. Evans.*) Can you give an approximate figure as to the number of men who work in the quarries but live outside the district?—I should say that 500 would be the outside number.

177. (*Mr. Jones.*) You have now referred, so far as your tables go, to deaths. What about the small injuries which keep the men home from their work for a few days or weeks, injuries that are not even reported to the inspector, can you give the Committee any estimate of those?—The only thing I can say is that during the last 10 years, from 1883 to 1892, the number of small accidents—sprains, bruises, and contusions, &c. (Table XII.)—treated in the Oakeley Hospital was 62, as against 59 for the previous 10 years, from 1873 to 1882 (Table XI.).

178. Sixty-two cases were treated at the hospital in the 10 years?—Yes. Those are the minor accidents for that period.

179. In your practice you often find men coming in for small dressings?—Yes; I have seen as many as 15 in one morning getting their hands dressed.

180. (*Chairman.*) What would those be?—Small cuts on the hands. Those mostly occur amongst the men who work outside in the mills. Slabs and slates fall upon their hands, and so on.

181. (*Mr. Evans.*) Do you find that the quarrymen suffer from nervous debility to some extent?—Yes, I do.

182. What is the cause of that?—I believe it is a great deal due to the mode they have of brewing their tea, as I have said before.

183. You consider that that is one of the results of drinking bad tea?—Yes, and they also smoke too much; cases frequently come to me, and after inquiring into them I have to exclude all other causes, and I must come to the conclusion that smoking is the cause of the nervous affection they suffer from, they are not organic nervous affections, but functional diseases.

184. Are you of opinion that the men do not eat enough vegetable?—No, they do not.

185. Their general diet renders them liable to many diseases that they might escape if they had better diet?—I do not say exactly that that is the cause of disease amongst the men, but it makes them less able to fight with the disease when it does come. It reduces their stamina, as I said before.

186. (*Chairman.*) Do you think that the men's wives know enough about cooking to be able to give them better diet?—There is no doubt that if more cookery was taught in this district it would benefit the men considerably.

187. (*Mr. Greaves.*) Cooking lessons have been given here to a great extent, I believe?—Yes, that is so.

188. (*Mr. Evans.*) What kind of cooking has been taught,—is it plain cooking or fine cooking that they have been teaching?—Plain cooking for artisans.

189. (*Chairman.*) Do you find that the weaklings of a family keep away from the quarries and that the strong ones of a family go there to work, and does that make any difference in your figures?—For some years now that matter has been very carefully attended to, because a certificate from a certifying surgeon is necessary before any boy can be admitted to the quarry. If we find a boy suffering from any disease we refuse a certificate, and he is not allowed to work at a quarry.

190. Therefore the quarries have the best of the working population?—Yes, I believe so.

191. And therefore, other things being equal, they ought to live longer?—Yes, they ought to have a better average life than the other men.

192. If you take the strong ones to certain work, and weed out the weak ones, the strong ones ought to be expected to live longer than the weaklings?—Yes, certainly.

193. (*Mr. Jones.*) But that system has been introduced so recently that it does not affect your tables, I suppose?—No, it does not. That practice has only existed during the last three or four years, so that it does not affect my figures very much.

Mr. J. Hughes.

Mr. John Hughes, Penlan, Festiniog, examined.

194. (*Chairman.*) What is your occupation?—I am doing nothing now.

195. Then what was your occupation formerly?—I was a quarryman. I worked at the Llechwedd Quarries for 27 years.

196. Did you work above-ground or under-ground?—Under-ground.

197. As a rockman?—Yes.

198. What have you to tell us with regard to the means of making your occupation less dangerous to health, life, and limb?—I have not prepared a report, but I have come here to answer any general questions you may have to put to me as to the quarry.

199. What do you think are the principal dangers to which the quarryman is exposed?—I believe that at the Llechwedd Quarry there is one thing that is dangerous, and that is the path from the under-ground up to the bank.

200. You are speaking now of one particular quarry?—Yes, of the Llechwedd Quarry.

201. And what is the danger you are referring to?—They have three trucks to every rope. There are three ropes, so that there are nine trucks on the incline.

202. Is it not a fact that there are paths provided for the men at Llechwedd?—Yes, there are, but there are four floors without that.

203. (*Mr. Greaves.*) Which floors are those?—We call them "from the Old Floor to the top of the incline." I do not recollect the names.

204. Are they in the light or not?—Two are above ground, and two are under-ground.

205. Are they in the light or not?—The path is in darkness for one-and-a-half floors, the rest is in the light.

206. (*Chairman.*) Is there not enough light for the men to see in the part you call dark?—No, there is not.

207. But there is from that up to the top?—Yes.

208. Without referring to any particular quarry, would you advise that a path separate from the incline should be provided in all cases for the men to go to and return from their work?—Yes, I would. I may mention one particular case in the Llechwedd Quarry in which I myself nearly met with a fatal accident while going up. A truck nearly tumbled over me.

209. Was that on the portion of the incline that you complain of?—Yes.

210. Is there any other improvement that you could suggest?—Yes, I believe I can refer to another matter in connexion with the miners which ought to be attended to. When "roofing" in the old vein there is a little thickness of 4 inches, and another thickness of 9 inches, and as a rule the miners work the "9-inch" in such a way that it may all come down together. I have known of accidents where men have been killed in consequence of that sort of thing.

211. Whose fault do you think it is that the "9-inch" is not brought down in smaller portions?—In some cases I have heard miners say that they get 7*s.* 6*d.* a yard for opening, and in some instances they only get

6*d.* a yard for pulling down the 9-inch. They so work it that it comes down by its own weight, and they do that for the sake of earning a little extra money. The result is that accidents happen, and in some cases men lose their lives in consequence of that mode of working.

212. You say that the man has lost his life by trying to get it to fall down of itself in that way?—Yes.

213. And he does that although he knows that the practice is dangerous?—Yes.

214. (*Mr. Greaves.*) Do you know that some of the quarries work under special rules?—Yes, I do.

215. Do you know the 82nd rule of those special rules?—I cannot refer to it now, but I have seen those rules.

216. The 82nd rule directs that a quarryman shall before commencing work, especially after blasting, make a careful examination of his working place and remove any loose rock that may be dangerous?—Yes, I know of that rule.

217. And if a quarryman or a miner neglected to do that he would be breaking the rules of the quarry, would he not?—Yes, but I was not referring to that rule when I made the statement as to the "9-inch." In my opinion that method of letting work to the men endangers life.

218. (*Mr. Jenkins.*) What would you suggest in its place?—I would suggest that there should be a clear understanding that nothing should be left overhead while it is loose.

219. (*Chairman.*) Is that not fully provided for by the special rules at present in force?—Whether they are provided for or not the thing is not done.

220. (*Mr. Evans.*) If the men break the rule in working in that manner, the manager as well breaks the rule in allowing it to be done?—Yes, that is what I mean.

221. (*Chairman.*) You mean that the rule is not sufficiently enforced by the manager?—Yes, and I believe he does not obey it himself either.

222. You mean that the manager disregards the rule as well?—Yes.

223. (*Mr. Jenkins.*) Are the men generally well informed in regard to these special rules?—No, I do not think they are, but I know that in the Llechwedd Quarry there are plenty of opportunities for the men to know all about the rules.

224. (*Chairman.*) Do you know that if a man asks for a copy of the special rules he can have one?—Yes, I believe that is so, and they are posted up in all much frequented places in the works.

225. (*Mr. Jenkins.*) Is it the duty of the managers to enforce these rules?—I believe it is. With regard to the rules, what I mean is this,—there is greater care taken to adhere to the rules than there is to preserve life, and if the rules are favourable to the preservation of life then the rules are adhered to.

226. (*Chairman.*) Are there any rules in those special rules that are not favourable to the preservation of life?—I believe there are many of them that we would be just as well off without them as with them.

227. But are there any which, if carried out, would do harm to health or life or limb?—No, I do not mean to suggest that, what I mean is that the manager's object is to obey the rules, and so keep himself clear of the clutches of the law.

228. I gather from you, then, that some of the rules are harmless?—(*No answer.*)

229. Do you consider that some of the rules might be left out with advantage?—Yes, I believe that some of them might very well be omitted.

230. (*Mr. Jenkins.*) What would you say as to the 73rd rule as to the use of wooden rammers; do you think that rule practicable?—My opinion is, and I have had 27 years' experience, that there is no danger in using an iron rammer if you put proper wadding on the powder. That is my opinion.

231. Then do you think that that 73rd rule is at all practicable?—No, it is not.

232. Can you ram down explosives and the first second and third layers of tamping with a wooden rod?—It is quite impossible to do so.

233. What is the impossibility?—When we are going to blast and want to get a pillaring on the slate rock we never put more than half an inch of tamping, and less than that very often. A thick tamping, such as would have to be put if we used a wooden rammer, would injure the stone.

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234. (*Mr. Jones.*) Suppose you have only one tamping could you put it firm enough to get a good "pillar"?—No; as a rule it cannot be done.

235. (*Chairman.*) Have you ever suggested any alteration in that rule?—I have never had an opportunity of doing so.

236. Why not?—No one has ever asked me.

237. Is my name and address posted up at the quarry?—Yes, it is.

238. If you considered the rule could not be carried out, why did you, or somebody else, not write to me to ask that the rule should be changed?—I would suggest that you should have some method of meeting the men who are in the habit of working under-ground, at some convenient centres, so that you could get the opinion of practical men on the matter.

239. (*Mr. Jones.*) Were the men consulted at all before the special rules came into operation?—I am not aware that they were consulted in the matter at all.

240. (*Mr. Jenkins.*) Are all these rules enforced; is the 73rd rule, for instance, in operation. I mean the rule as to the wooden rammers?—No, that rule is not in force.

241. (*Mr. Greaves.*) What tampers are used?—Iron.

242. Are not copper ones used?—The copper ones are kept on the shelf ready to be shown if anybody comes there.

243. (*Mr. Jenkins.*) Have you seen any used yourself?—I have, but very seldom.

244. Taking these rules as a whole, are they in your opinion good rules?—I believe their object is good, but they are wanting in practical knowledge as to how slate quarries should be worked.

245. (*Mr. Greaves.*) Do you say that the managers let this "roofing" to the men in a manner which they know to be dangerous?—I cannot say what their knowledge is, but I know of many things which they ought to have known.

246. (*Mr. Jones.*) In your opinion, would it be better to let the "9-inch" together with the "2½ feet" and make no difference in price between the two, that the one should be included in the other?—Yes, that is my idea of what should be done.

247. (*Mr. Evans.*) I see that a great many fatal accidents have happened from the falling of stones, or falls of part of the ground.

248. Could you tell us what was the nature of those accidents?—My opinion is that there will be more of those accidents in the future, because in opening they open in the big thickness, and that is opened in two or three chambers. It seems firm enough at first, and after opening to a certain distance they cannot get at it.

249. Leaving the future out of the question for the present, what has been the cause of the falls that have taken place in the past?—As a rule, I think they are beyond the reach of investigation.

250. Do many of the accidents happen owing to pieces falling from the face of the bargains where the men are working at the time?—Yes, some of them happen in that way.

251. Do you think that the men are careful enough to examine their bargains in that respect?—I hardly think that, as a rule, they make a proper examination of them.

252. Can you point to any accidents that have taken place owing to the carelessness of the men in that respect?—No, I cannot with certainty, because although one may have good reason to believe that that was the cause, the men, as a rule, give a different account of the matter.

253. Are the men supposed, after taking a bargain for a certain time, to keep it in a safe and proper condition until their contract has expired?—As far as I know, there is no condition of that kind mentioned when a bargain is let.

254. But what is the general understanding in that respect?—As far as I am aware there is nothing, except that a man takes proper care of his own life.

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255. Are the officials of the quarry supposed to examine these bargains daily or at any particular interval, or how?—As far as my knowledge goes that is not done unless a man makes special application for it to be done.

256. Then it is not understood that they are responsible for keeping the bargains in a safe condition?—I have never seen or heard of anything in that direction myself.

257. Do you think that the official should be made responsible for the safety of the bargains upon which the men are working, and that he should make a periodical inspection of the bargains?—Yes, I thoroughly believe in that.

258. Do you at the present time find any difficulty, with the light you have, in examining your bargains properly?—It is not possible with the light that the workmen have at present.

259. Then you think there is a deficiency of light to enable you to keep your bargains in a proper state?—Yes, there is.

260. (*Mr. Jenkins.*) Is it understood that a man is to keep his bargain safe while he is working it?—I do not think it is understood.

261. (*Mr. Greaves.*) Does the state of the bargains not alter every day after blasting?—The place where the blasting takes place is bound to change.

262. (*Mr. Jenkins.*) With regard to the face of the bargain?—Yes.

263. (*Chairman.*) There are a certain class of accidents which happen through falls of stone from a height of 30 or 40 or 50 or 60 feet, from places out of the men's reach and control; what suggestions have you to offer with the view of preventing accidents of that kind?—As far as I know, nothing can be done unless ladders long enough are employed, in order that proper inspection may be made of such places.

264. How often would you advise those inspections to be made?—I consider that every place where men work should be examined at least once every three months.

265. With the aid of ladders?—Yes. One reason for that is, that when men in blasting use a good deal of powder, the rock may be loosened, and it may afterwards fall, through dampness or some other cause.

266. (*Mr. Evans.*) There is another class of accidents which we have to inquire into, which are non-fatal. Do you meet with many of these accidents?—Yes, I know of several that have taken place with cranes, and so on.

267. Have you any stoppers on your cranes?—No, we have not, and that is what we have found to be the cause of a good many accidents in the past.

268. Do you think there ought to be stoppers on the cranes?—Yes, by all means.

269. (*Chairman.*) Do not many of the crane accidents happen when a man is lowering a block of slate?—Not so many, but there are some which happen in that way. Very often a handle comes off, or a sudden pull causes an accident owing to the chain slipping down.

270. What do you use to stop the crane; to prevent its turning back?—As a rule, they have a piece of chain to put in the cog-wheels.

271. (*Mr. Evans.*) Do not you think that a ratchet wheel ought to be put on such cranes?—Yes, I think it would be a great improvement.

272. Do you use ropes at your quarry?—As a rule we use chains underground.

273. You consider chains safer than hemp ropes, I suppose?—Yes, because the rocks are so damp.

274. (*Mr. Jones.*) Do you know that in former times a brake used to be put on the cranes?—No, I do not.

275. Then you cannot tell us why it was discontinued?—No, I cannot. The men were formerly in the habit of using their feet to remove the rubbish which had accumulated under the blocks, but they have long rakes provided now at the Llechwedd Quarry to remove such. I think this is a great improvement, and that a great many accidents have been avoided in consequence.

276. (*Mr. Evans.*) Would you suggest any rules instead of the present rules, or to make up the deficiency of the present rules?—I would suggest that there ought to be practical men in every quarry who should frequently visit the chambers to see that the places are safe.

277. Who do you propose should do that, the officials of the quarry, or who?—I consider that there should be an official appointed to visit the quarries oftener than Dr. Foster does, and to see that there is every precaution exercised.

278. (*Chairman.*) Do you mean under Government or under the quarry owner?—I mean under Government.

279. (*Mr. Evans.*) How often do you think that person should visit the different parts of the quarries?—I should like him to be as irregular in his visits as possible.

280. But would you not fix a certain number of times a year for his visits?—I think he ought to be on the spot—among the slate quarries—continually, and no one ought to know where he was or when to expect him. I think that the preliminary announcements of Dr. Foster's visits enable arrangements to be made to prepare for his visit and for things to be made ready for him.

281. (*Chairman.*) When do you say that I give preliminary announcements of my visits?—I do not say that you do, but the time of the visit gets out in some way or other.

282. (*Mr. Evans.*) Do you suggest that things are made to look well before his inspection?—Yes.

283. (*Mr. Jenkins.*) Do the men generally approve of his inspection?—I believe that Dr. Foster stands very high in the estimation of the men.

284. (*Mr. Greaves.*) He insists upon the observance of the special rules?—Yes, he does.

285. (*Mr. Jenkins.*) Do they think that accidents are prevented in that way?—I believe that these rules are advantageous to the preservation of life.

286. With regard to the accidents from falls, do they generally occur owing to negligence on the part of the workmen themselves in cutting the pillars?—I believe that they happen in both ways; they are not altogether due to the carelessness of the men nor altogether to the carelessness of others.

287. You admit that the men do not cut the pillars properly and leave them always in a proper condition?—Yes, I do.

288. Upon whom would you put the responsibility of seeing that the pillars are left in their proper condition?—I put the responsibility to rest in two places, but chiefly on the manager.

289. (*Mr. Evans.*) Are the pillars kept in their proper width?—Not always, I think.

290. (*Mr. Greaves.*) Do you mean to say that a quarryman would knowingly work his bargain improperly if he got a chance, without the supervision of the manager?—I believe a great many would do so.

291. Knowingly?—Yes.

292. (*Mr. Evans.*) Do you know of any accidents that have taken place in consequence of cutting down the pillars too much?—Yes.

293. And does that kind of thing go on now?—Yes, I believe that at the present time there are some who do it.

294. Are the pillars cut at the same width from daylight to the bottom?—No, they are not.

295. Are they broader at the bottom?—I believe they vary, sometimes they are, and sometimes not.

296. Which do you think they should be, less or more?—I consider they ought to be wider at the bottom.

297. Why should they be wider?—Because by allowing them to be wide at the top they would be certain to overhang, and so leave a space underneath.

298. As you go down from floor to floor should the pillar be wider?—Yes.

299. (*Mr. Jenkins.*) Is there any undermining of pillars going on, as far as you know?—Yes, I believe there is.

300. I mean cutting too much from the pillar with the view of getting good slates?—Yes, it is to that that I referred just now when I said that accidents happened.

301. And do you think that practice should be stopped and the pillars kept at their proper strength?—Yes, I do.

302. What do you mean by the "big thickness" that you referred to just now?—What I mean is the thickness of about 2½ feet which overlies the clay slant, and which is sometimes firm and sometimes loose.

303. Is it similar to the 9-inch?—Yes, it is as to hardness.

304. Is there always a slant above it?—Yes.

305. Does it occasionally get loose and come down of itself?—Yes, there are instances where it has come down of itself.

306. What suggestion have you with regard to that; do you suggest that it should be taken off at first?—It depends entirely on the nature of the rock, that is, whether there are many "bevels." If there are not many bevels, there is no danger.

307. Is it generally left?—Yes, in places where the rock is free from bevels.

308. It can safely be left in that condition, you think?—Yes. It is quite as safe, in my opinion, as anything that overlies it when there are no bevels of that kind.

309. What about the bed of the slate rock in the Llechwedd Quarry; is it thick, as at the Oakeley quarries?—I do not know what it is in the Oakeley quarries. I have never been there. I think it is about 24 yards at the Llechwedd Quarry from the clay-slant, but it is not the same thickness everywhere there.

310. (*Mr. Evans.*) Do you know of any accident that has taken place through working one floor too near to another floor?—I have never seen that done at the Llechwedd Quarry.

311. (*Mr. Jenkins.*) Are there inspections made at the present time at the Llechwedd Quarry as to dangerous places?—They come whenever they are called upon. I do not know that they go in any other way except that, but I cannot say that they do not go.

312. You do not say that they do not go?—No.

313. (*Mr. Evans.*) When they are asked to go they do so?—Yes.

314. And they make a proper inspection?—Yes. There are ladders to use if necessary, and there is a certain lamp to light.

315. (*Chairman.*) Have you any other suggestions to make?—I should like to make some suggestions as to young men becoming rockmen. Very often it is the case that a man takes a relative or a friend who has been working with a waggon and puts him to work on the rock. In such cases friendship or relationship may be the reason for selecting him, rather than any fitness for the post.

316. (*Mr. Greaves.*) Do the men choose their partners or rockmen without any reference to the manager?—I am not referring now to partners, but I know of instances where rockmen have been taken on without any reference at all to the manager. What I would suggest is that no man be employed to pull down the rock, or to have anything to do with blasting, unless he is examined first of all as to his knowledge. In the case of blasting, he ought to be tested as to his knowledge of powder and how to use it.

317. (*Chairman.*) Have you any other suggestion to make?—No, I have not.

318. (*Mr. Jones.*) Do you mean to imply that the young men are not under the supervision of the bargain-taker?—They may be and they may not. He may take them from a feeling of friendship or relationship, and many accidents may be accounted for by the want of experience on the part of the men.

319. (*Mr. Evans.*) Are many of the men taken from the waggons to work on the rock at the Llechwedd Quarry?—It may be said that they have all been taken from the waggons. The men who have not been taken from the waggons are the exceptions.

320. (*Mr. Jenkins.*) You mean as rockmen?—Yes.

321. (*Mr. Jones.*) How soon after they begin to work on the rock are those men entrusted with the use of powder and allowed to take part in the blasting operations?—I think I can refer to many instances where men have been allowed to do that in a day or two after commencing to work on the rock.

322. (*Chairman.*) Have you anything else to say as to powder?—No.

323. Or other explosives?—No.

324. Or as to machinery?—No.

325. (*Mr. Evans.*) Have you any machinery from which the men may be in danger?—No, I know of no piece of machinery which is dangerous with the exception of the crane.

326. (*Chairman.*) And as to the cranes, what would you suggest beyond putting the ratchet-wheel and pawl?—I would suggest that a man be appointed by the master whose duty it would be to see, once a week at least, that the chains and so on are in proper order.

327. (*Mr. Jones.*) You mean the chains, blocks, and so on?—Yes.

328. (*Mr. Greaves.*) Do you know of special rule 81, which says that every person shall, before commencing work and whilst at work, satisfy himself of the safety of any chain, crane, and so on?—Yes; but my suggestion is that a man—not the workman himself, but a man representing the master—should go round at least once a week to see that everything of that kind is in order.

329. If any defect is reported, is it at once attended to or not?—I do not know anything as to that.

330. (*Mr. Evans.*) In cases where there is machinery in use in the quarries which may be dangerous to the men, do you think that there should be a periodical inspection of it?—Yes, that is what I mean.

331. All pieces of machinery should be examined in that way?—Yes. A great deal of responsibility is placed upon the workman as to the observance of the rules, but I would suggest that a man should be appointed to go round to see that the rules are properly observed.

332. (*Mr. Jenkins.*) Would that tend to make the workmen themselves more careful, do you think?—It might do that; but what I mean is that the defects would be remedied.

333. (*Mr. Jones.*) Do you mean to imply that all the workmen are not quite capable of finding every possible defect that may exist in a chain, or a block, or a crane, but that an experienced man would be able to do so?—Yes, that is it exactly.

334. (*Mr. Greaves.*) Would not a defect in the crane, or chain, or any other appliance be much more readily found out by those who use it than by an inspector who would go round and casually look at it?—There are many defects in cranes that an ordinary workman would not be able to remedy.

335. (*Mr. Evans.*) Do you think it is possible that the men would sometimes run the risk of working with a defective appliance rather than ask for it to be examined?—Yes, there are scores of instances of that kind, and that is my reason for suggesting that a man should go round once a week to see that the chains and other appliances are in working order, without waiting to be asked to go by the men.

336. Have you anything more to suggest?—No.

337. (*Mr. Jenkins.*) What about the sanitary condition of the Llechwedd Quarry; is there any proper accommodation there in the way of privies?—No, there are none deep underground, and their absence causes a good deal of impurity in the atmosphere.

338. (*Chairman.*) What would you suggest to remedy that?—There should either be provision down below, or provision for the men to go up.

339. (*Mr. Greaves.*) Are there any privies underground at all?—Yes, there are in the Old Floor.

340. And are there any on the surface?—Yes, there are. The lowest one underground is on the Old Floor.

341. (*Mr. Evans.*) Do you drink the water in those lower depths in the summer time, when you are thirsty?—I do not think there is much of that; the instances of that are very rare.

342. (*Mr. Jenkins.*) The water above ground is pure?—I believe it is; it comes down from the mountain in pipes.

343. What about inquests,—do you think they are carried on properly?—No; I do not.

344. (*Chairman.*) What is it that is defective in the inquests?—The men do not give the evidence that they could give; and it is through fear.

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345. Fear of what?—They fear that if they told the truth it might cause them inconvenience in the quarry.

346. (*Mr. Jenkins.*) Do you know of your own knowledge of any facts that have been suppressed at inquests?—Yes; I know of some. I recollect that in one case Dr. Foster summoned men once, and evidence was kept back. I am referring now to the giving of evidence generally, and not to inquests specially.

347. Do you know of facts which the men have not felt at liberty to disclose?—Yes; and that is a thing that is generally felt.

348. (*Mr. Greaves.*) Is it generally felt that people do not tell all that they know?—Yes.

349. What do you mean by that?—They hesitate to tell all they know, lest it should be to their disadvantage in earning their living at the quarry.

350. Not tell all that they know under what circumstances?—Under such circumstances that the evidence they could give would be unfavourable to the proprietor or the manager of the quarry.

351. Do you mean at inquests or prosecutions, for breaches of the rules, or what?—You can take both cases; and generally in connexion with the quarries.

352. (*Chairman.*) Do you mean that the men are afraid to speak the truth?—Yes; they are.

353. (*Mr. Greaves.*) And you say that they do not tell the truth?—It is in this way; a man will give everything for his life, and he would sooner give up everything than forfeit his livelihood.

354. Do you mean to say that a man would forfeit his livelihood by telling the truth?—Yes; I believe that many men have done so before now.

355. (*Mr. Jenkins.*) Is that a demoralised state for the man to be in?—I cannot say; it is of course very humiliating that men should have to do that, but I have a good deal of sympathy with men who are anxious to retain their employment, and who fear that they would lose it if they spoke the truth.

356. Do you know of any witnesses who have been kept back at inquests?—I do not want to go into details in that direction; but as a matter of fact men are afraid to give evidence. Dr. Foster himself has been bringing cases forward, and he could not get sufficient evidence, because the men would not come forward to say what they knew.

357. (*Mr. Jones.*) You say you do not want to go into the details of cases which are within your own knowledge?—Yes; I do say that.

358. (*Mr. Greaves.*) Why not?—Because I would have to bring other persons into the matter, and I do not want to do that.

359. (*Mr. Evans.*) Do you think that the men are afraid to give evidence before this Committee?—I believe that but very few will come; and that the truth will be very sparingly given.

360. (*Mr. Greaves.*) Why?—Only because they are afraid to come.

361. Why are they afraid?—There are in Festiniog and Carnarvonshire scores of men who have been deprived of their livelihood for speaking the truth.

362. Can you instance one case where a man has been stopped from working for telling the truth?—No, I cannot; because they are stopped for other reasons, and nobody knows what they are.

363. You say the men dare not tell the truth because they are afraid of being deprived of their work, and that men have been deprived of their work for telling the truth,—can you give us a single instance of that?—It is said that they are deprived of their livelihood for other reasons, which are not known to people.

364. But you said just now that they were deprived of their work for telling the truth?—Yes; it was for telling the truth that they lost their employment; but that was not the actual reason given to the public for their dismissal.

Ir. T. Evans.

Mr. Thomas Evans, Barmouth, examined.

365. (*Chairman.*) What is your occupation?—I am a mineral agent and quarry manager.

366. You have been engaged in mining and quarrying all your life, I believe?—Yes, I have.

367. For how many years would that be?—I worked at Festiniog for about seven years when I started life.

368. And how long would that be ago?—It would be about 34 years ago.

369. (*Mr. Greaves.*) Were you working in the quarries at that time?—I worked in the Rhiw Quarry—in fact, I have worked at all the Festiniog quarries pretty nearly.

370. (*Chairman.*) And you are now owner of a quarry?—Yes, I have two quarries.

371. Have you prepared any suggestions to place before the Committee?—Yes, I have a few suggestions to make, and I should like to see them adopted.

372. (*Mr. Greaves.*) Are your quarries underground quarries?—Yes.

373. How many men do you employ there?—I have only a few men there at present, but I have employed about 70.

374. And how many have you there at present?—I have only a few there just now. I am forming a company at the present time. With regard to the best means of securing the safety of the workmen in the slate-mining district of Merionethshire, I would make the following suggestions:—

(*a.*) That all managers and sub-agents in charge of employees should undergo an examination as to their ability to undertake the management of labour, in all its branches, in a practical manner.

(*b.*) That managers should visit all workings daily, and keep a record of each day's proceedings as regards the safety of the bargains, and of the other places at which men are employed.

(*c.*) That in putting up "rises" and opening up new places, as well as widening out the same, before the rockmen are engaged, all dangers should be removed and the roof well examined as to joints or slips. These, unless properly looked after, very often become a source of danger to the safety and life of the workmen.

(*d.*) That the men should not be entrusted with work, under any circumstances, unless they have already been accustomed to the same kind of work.

(*e.*) That no man should be allowed to use explosives without having had six months' experience under a practical man.

(*f.*) That all workmen who remove from place to place in search of work should invariably apply to the manager they have been working under for a written statement as to their knowledge and capability.

If these suggestions were adopted they would, in my opinion, be the means of preventing accidents to a very great extent, and they would also prove valuable, in any case of inquiry, in finding out who is to be blamed and held responsible for any accidents that may take place.

375. (*Chairman.*) Is there anything else that you could suggest?—There are a good many things that one might mention. I should think that all men in charge of labour should be capable of looking into all these matters, as we heard from the last witness. In many cases which I might mention, men were killed simply owing to the neglect of the management or of some official in the place, or for the want of some fully qualified man to superintend the work.

376. Are you now referring to underground slate quarries?—Yes, certainly.

377. (*Mr. Greaves.*) You say that accidents have happened owing to the want of some man in the place?—They were killed simply because nothing was done towards the safety of the men. For instance, when you are widening a bargain, a piece of rock often gets loose which is not attended to.

378. Have any such cases come under your own notice?—Yes, at the Gloddfa-ganol here, there was a man killed at my feet.

379. When was that?—About 30 years ago.

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380. (*Mr Jenkins.*) Would you put the responsibility upon the employers of looking after those things and seeing that they are kept in proper condition?—Yes, certainly. What else ought he to do but look after the safety of the men he employs.

381. (*Mr. Greaves.*) It is done in many mines?—Yes, it is.

382. (*Chairman.*) Do you think that things have improved since you were working here 30 years ago?—Yes, they have improved. There is no doubt about that. I remember the time when there were no rules at all at these quarries.

383. (*Mr. Greaves.*) You are speaking of the state of things 30 years ago and not of the present state of things?—They are certainly much better now than they were 30 years ago, but there is yet room for much improvement.

384. Have you any experience at all as to the existing state of things in the Festiniog quarries?—Yes, I have.

385. You can speak from experience?—Yes, I can.

386. You have not been connected with these slate quarries lately have you?—Yes, I have a quarry close by at the present time.

387. What is the name of the quarry?—You will hear of it in a few days. I am going to work it shortly.

388. But what is the name of it?—It is close to Foelgron.

389. (*Mr, Jones.*) The Croes-y-ddwy-afon?—Yes.

390. (*Mr. Greaves.*) Is it an underground quarry?—Yes, but it has not yet been started.

391. It is an underground quarry, but has not been started?—It has not been restarted. I am about to do so in a short time.

392. (*Mr. Evans.*) Can you refer to anything in the Festiniog quarries now which has come under your notice and which is not as it ought to be, or in any of the slate mines elsewhere in the county?—I have already stated what improvements I think should be brought about.

393. (*Chairman.*) And those are the main things that you wish to put before us?—Yes.

394. (*Mr. Jenkins.*) What is your experience of the workmen; have they a tendency to become negligent if left to themselves?—If you had been accustomed to work the same as I have been, you would have found that men would do almost anything for the sake of making wages.

395. Then your experience is that men will do anything to earn wages?—Yes, and that is why I want to insist upon the employers being compelled to look after them.

396. (*Mr. Evans.*) Can you refer to anything further in the existing state of affairs at the Festiniog slate quarries or in the quarries in the Corris or Corwen districts which requires attention?—I have nothing further to say.

Mr. R. Owen.

Mr. Richard Owen, Tanyclogwyn Terrace, Blaenau, Festiniog, examined.

397. (*Chairman.*) What is your occupation?—I have worked for 28 years in the quarry, and have been employed as labourer, miner, and rockman.

398. Are you a rockman at the present time?—I have been "untopping" now for some time.

399. (*Mr. Jenkins.*) Do you mean that you are engaged in removing the dangerous parts of the workings?—Yes.

400. (*Chairman.*) In which quarry do you work?—The Votty and Bowydd.

401. What are you employed in removing from the tops of the bargains?—I am removing what is loose over the 9-inch.

402. You mean underground?—Yes.

403. Have you any suggestions you can make to us with the view to ensuring the safety of the men?—Yes, I have a few suggestions.

404. Will you kindly let us know what they are?—The best thing I can think of at present is, that the rules which are in force now should be adhered to as closely as possible, and that as little as possible in the way of new rules should be added to them. There is one thing I should like to suggest with regard to the giving out of stores. I consider that the present mode of giving out the stores endangers the health of the men to a very great extent. It also leads to a good deal of inconvenience, and loss to the men.

405. (*Chairman.*) What stores do you refer to?—Powder.

406. Powder only, or do you refer to other stores as well?—It is the supply of powder that is restricted. You can get plenty of candles and other things.

407. In what quantities do you get the powder now?—4 lbs. at a time.

408. And would you prefer to get it in 25-lb. casks?—Yes, and I believe that mode would be quite as free from danger as the present mode.

409. (*Mr. Jenkins.*) Are you under special rules at the Votty and Bowydd, at the present time?—Yes, we are under certain rules.

410. (*Chairman.*) Have you any other suggestion to make?—I work a good deal at night, and as I only get 4 lbs. of powder at a time, I have to go from home in the daytime for it, and taken it underground, for which I receive no payment. Very often that quantity of powder is not sufficient for the work we have to do in the night, and we have to leave what is dangerous over the heads of the men for the following day, simply because we have not enough powder to take it down.

411. Why do not you take two canisters down with you, instead of one?—We are not permitted to get two canisters at a time, and in addition to that, there would not perhaps be a convenient place to keep them.

412. (*Mr. Evans.*) Where would you keep the 25 lbs. if you were allowed to take that quantity down?—I would try to make a safe place for it. 4 lbs. of powder is quite enough to kill any man, and if we consider the accidents that have happened one will find that the fatal accidents from powder are caused, as a rule, by small quantities rather than large.

413. (*Chairman.*) That relates to explosives for which special provision has been made by Act of Parliament; have you any other suggestion to make?—I do not know that there is anything more, but I should like to say that the present mode of giving out the powder leads to the loss by some bargain-takers of as many as five stems in a month. They lose that time through having to go for it so often, and that is in consequence of the small quantity allowed at a time.

414. (*Mr. Jenkins.*) Is it your experience that this rule as to the 4 lbs. is altogether impracticable?—It is practicable, but I think it is a very troublesome rule.

415. (*Mr. Evans.*) Could you not get double that quantity if you had any special need, and made application for it?—We cannot get it unless there is a place to use it directly.

416. (*Mr. Jones.*) How many canisters of 4 lbs. can you get together?—Only one.

417. And how many times a day do you get that?—I do not know that it is to be got more than once a day. I do not know that it is to be got in special circumstances.

418. So that there are only facilities for getting powder once a day, and 4 lbs. is what you get each time?—Yes, that is all.

419. (*Mr. Jenkins.*) Would you be satisfied if you were placed under the same special rules as the Oakeley quarries and the Llechwedd Quarry?—I am not prepared to express an opinion on that point, but it would be better for the men to be under rules which would be more convenient.

420. (*Chairman.*) Are you aware that in several quarries in the district the men are allowed to take down, and do take down, powder in 25-lb. kegs?—There is no permission for that.

421. Do you know that it is done in some quarries?—No, I do not.

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422. In some quarries permission is given and the men get it in kegs of 25 lbs. at a time?—Then there is no such permission given at our quarry.

423. (*Mr. Jenkins.*) Were you asked by the men to give evidence on their behalf at this inquiry?—Yes, I was selected by the men for the purpose.

424. You say that your work is to clear away the dangerous parts of the rock?—Yes.

425. What is your experience on that point; can you suggest anything with the view to preventing those places from becoming dangerous?—No, I cannot.

426. Is the Votty and Bowydd Quarry a dangerous quarry; is it generally considered so?—No, I do not think it is. It is very free from fatal accidents caused by falls from overhead.

427. Is there any undue cutting of pillars at that quarry?—I am not aware that there is, but that is according to the nature of the rock.

428. In order to make it less dangerous?—Yes, certainly.

429. It is not done with the object of getting the slates?—No, I do not understand that that is done so as to make a place dangerous.

430. What kind of tops are there?—The usual kind.

431. Are you working under the clay-slant?—Yes.

432. Do they unroof under the clay-slant?—Yes, in some cases.

433. In such cases is the 9-inch taken away?—The 9-inch is taken away before we go there. The miners remove the 9-inch as they go along.

434. That is always done?—Yes.

435. Is there any thickness above the clay-slant removed?—The practice as to that differs. In some parts it is being removed.

436. You say you have been a rockman?—Yes.

437. What is your experience as a rockman; do the men generally make their place safe before leaving it, or do they sometimes leave it in an unsafe condition?—There are exceptions. There are instances of men who are not careful enough to make their bargains free from danger, but the rule is the other way.

438. And do those cases result in accidents?—I do not understand that they neglect their bargains to such an extent as that, but as is very often the case the men are not always as careful as they ought to be.

439. (*Mr. Jones.*) You mean that there is danger for the places they neglect to become unsafe?—Yes, that is so.

440. (*Mr. Jenkins.*) Is there any supervision exercised over the men in such cases as that?—My view of the matter is that where the manager lets me a bargain it is my duty to see that the rock is taken down in a proper manner and in such a way as to be free from danger.

441. And that it is left to your judgment as to the best mode of working it?—Yes. If a bargain is let to me for a month or two I am allowed to work it in my own way unless I do something wrong.

442. Something wrong in what way?—To pull the rock down in such a way as to cause loss to myself and the owners.

443. So there is no supervision that it shall be kept in a safe condition?—As I have already said, when a manager lets a bargain to me I am responsible for keeping the place in a safe condition, but if the manager came round and saw something unsafe or in an improper condition he would of course call my attention to it,

444. Do you mean coming round accidentally, or on his ordinary visits?—I mean his ordinary rounds. No one knows when to expect him.

445. (*Chairman.*) Is it not a fact that these ordinary rounds are made every day?—They are sometimes made every day, and sometimes oftener than that.

446. (*Mr. Evans.*) Before you leave the roof entirely is there any inspection made by anybody of that roof?—Yes, the manager inspects it as a rule.

447. (*Mr. Jenkins.*) Does that apply to any part of the pillar also?—Yes, if information is given.

448. (*Mr. Evans.*) Were you afraid to come here to give evidence to-day?—No, I was not afraid at all. I have been waiting about all day for the purpose of giving evidence.

449. Do you think that the men in general are afraid to give evidence?—No, I do not know that they are.

450. Do you think that they have cause to be afraid?—I am not prepared to answer for anyone except myself. As far as I am concerned, I am not afraid of telling the truth.

SECOND DAY.

Mr. J. Lloyd Jones.
6 Dec. 1893.

At the Cocoa Rooms, Blaenau, Festiniog, 6th December 1893.

PRESENT:

DR. C. LE NEVE FOSTER in the Chair.

MR. J. E. GREAVES, J.P.
MR. E. PARRY JONES, J.P.
MR. J. J. EVANS, F.G.S.
MR. JOHN JENKINS.

MR. JOHN LLOYD JONES, agent of the Votty and Bowydd Quarry.

451. (*Chairman.*) I believe you are the agent of the Votty and Bowydd quarry?—I am.

452. For how long have you been agent?—It will be over 12 years, but I was under-agent for about six years before that; and I was slate inspector and time-keeper before that. I have been in connexion with the quarry for over 20 years.

453. Have you any suggestions to make with the view to preventing the dangers to health, life, and limb, amongst the men?—There is the question of powder. I believe it would be better for the men if they were allowed to have powder in larger quantities.

454. You mean as it is done at the present time at the Oakeley and Llechwedd and Cwmorthin quarries?—Yes, as it is done at the Oakeley and Llechwedd quarries. I cannot say anything as to Cwmorthin.

455. That is to say, in the 25lb. kegs instead of the 4 lb. bugles?—Yes.

456. Have you any other suggestion to make?—No, not with reference to that, but I think it would be better to have uniformity in the special rules. As the men move about from one quarry to the other so often it would be a convenience to them to have the same special rules in force at all the quarries.

457. (*Mr. Greaves.*) Do you think it would be well to have the same rules as Llechwedd?—Yes, but as to Rule 62, I do not understand it in the same way as Dr. Foster does.

458. (*Chairman.*) Are you not at the present time under the old special rules formed by my predecessor?—Yes, but that has nothing to do with giving the powder to the men in larger quantities.

459. (*Mr. Jenkins.*) Did you object to those rules being applied to your quarry when they were put up at the Oakeley and Llechwedd quarries?—We have asked for those rules.

460. (*Mr. Greaves.*) You have asked to be placed under the same rules?—Yes, we have.

461. (*Chairman.*) Have you ever sent in formal application for them after posting them up?—We printed them after speaking to you about them, but I think it was only a verbal arrangement.

462. It was not a written application?—You were at the office with us, but you refused to let us have them.

463. I did not refuse, because I had no right to do so?—We said that we would be very willing to go under those rules after getting your explanation.

464. (*Mr. Jones.*) What was the answer you got?—Dr. Foster wanted us to go under another.

465. (*Chairman.*) The answer I gave you was that if you altered your special rules it would be better to adopt the code of rules adopted at Cwmorthin, having precisely the same powder rules as Oakeley's, but containing some additional rules thought advisable, and that if you objected to these rules, you could put the matter before an arbitrator, to be decided by him?—We did not want to be removed from being under the rules which were arranged by Mr. Evans, but we would like, for the sake of the rule as to powder, to be put under those rules, so that all the quarries should have precisely the same rules.

466. (*Mr. Jenkins.*) Have you any objection to any of the other rules in the special rules?—No.

467. (*Mr. Evans.*) Do you think that the quantity of powder given out affects the health, or life, or limb of the workman in any way?—I cannot say that it affects his life, but it does affect his health. The man has to come above-ground once, and sometimes twice, a day from the warmth down below, and I consider that it endangers his life, or at all events his health, in that way. A cask is easier for the men to carry, and it is also safer. This is an important matter, seeing that they have to walk a mile, or a mile and a half for it, and that they sometimes have to do that once or twice a day.

468. I suppose you can find a safe place to keep 25 lbs. of powder, just as you can to keep 4 lbs.?—Yes, certainly.

469. (*Mr. Jones.*) You could make as safe a place as they do at the Oakeley and Llechwedd quarries?—Quite so.

470. Supposing you got the powder in kegs of 25 lbs., but made up in small bags of 4 lbs each in the keg, would that facilitate your work and do away with the danger of sub-dividing the 25 lbs.?—That would make no difference if we were allowed to take it under-ground to the men.

471. But supposing you got it packed up from the makers in 4 lb. lots in the keg of 25 lbs., would not that be the very thing that you want; you would open your cask, and take out a bag, and put it in your bugle as you wanted it?—I have no objection to that at all. We get it in that way now, but as the rule stands at the present time we are not allowed to carry it under-ground.

472. (*Chairman.*) Not in the bag.—Not more than 4 lbs.

473. Not more than 4 lbs. in one package.—Not for one man either.

474. But one man can carry the quantity he wants.—No, not at present.

475. If he wants two bugles he can take them.—But you cannot store it.

476. No, not underground.—No, so that we are not a bit better off.

477. (*Mr. Greaves.*) But if you adopt these rules you get what you want?—Yes, quite so.

478. (*Mr. Evans.*) Would you propose that the Cwmorthin, and all the other quarries, should be under one code of special rules?—Yes, I should, most certainly.

479. (*Mr. Jenkins.*) Do you not think that the mode suggested by Mr. Jones just now of carrying the powder in a 25 lbs. keg, but divided into small parcels of 4 lbs. each, would be safer than the system at present in force at the Oakeley and Llechwedd quarries, that is, carrying the 25 lbs. keg without opening it?—It would be an improvement to have it in small bags in the keg, because in that case you would not have to remove all the keg from the chest.

480. But you would have to keep the keg in the chest, and leave it open?—Yes.

481. Whereas in the Oakeley and Llechwedd quarries they keep it in a cask, with a small hole in it?—Yes.

482. (*Chairman.*) What do you object to in the Cwmorthin special rules?—I have not got them now, but I did object at the office.

483. You have the remedy in your own hands, and you can have no difficulty at all. There is no reason why you should not have precisely the same facilities that they have at Oakeley, and at Llechwedd, and at Cwmorthin, and that they had at Aberllefenny as well.—If that is so there is an end of it, as far as we are concerned.

484. The Act of Parliament was specially passed for that purpose, and there is no reason why you should not have the advantage of it like other people, but you must go through the proper routine required by the Act.—We have been given to understand by you that if we make the application we will not get it.

485. There will be no difficulty at all about it.—I am glad to hear that.

486. Have you any other suggestion to offer?—I am not aware.

487. One class of accidents that is not uncommon is the fall of rock from the roof of a chamber, or from the side of a pillar, from places beyond the control of the workmen. How can these accidents best be prevented, in your opinion?—I do not know of anything better than to carry out the Act, which requires the proprietors and managers and workmen to adhere to the rules. I think it would be a great mistake to remove the responsibility from the shoulders of the men. Men who have worked for six or seven years in the same chambers are the most practical men in matters of that kind.

488. Take this case, a new chamber is begun, a "roof" is put up, a chamber is widened; do the miners who do the work carefully sound the roof and leave it in a safe and sound condition?—We do that always. After the miner has finished his piece-work we go there to inspect it, and we tell every bargain-taker that he is to see that the roof is safe.

489. Of course the man can see that the roof is safe when he takes the bargain, but he goes on working for four, or seven, or ten years, say, under the same roof, and as he proceeds he gets further and further away from the roof, and in time the roof is out of his reach, unless he employs, or somebody else employs, the long ladders. How can the workman in his bargain protect himself from falls of the roof or the sides?—No one can say whether it is safe or unsafe without the aid of a ladder to go up to the top of the chamber.

490. (*Mr. Greaves.*) Have you any special mode of examining the roof?—Yes, we have.

491. What is the nature of it?—We have a very big lamp, and at other times we put paraffin oil on cotton waste at the end of a rod, and add rod to rod until it is long enough, and then we move it backwards and forwards to examine the roof, and if we think it necessary after that we employ ladders.

492. Does not that cotton waste create a good deal of smoke, and in that way defeat the very object of the inspection?—We begin at the top, and work downwards, so that the smoke is left behind. I think that is better than the Wells lamp.

493. (*Mr. Jenkins.*) You believe that paraffin is better than the Wells lamp?—I think it is better on cotton waste than in the lamp.

494. (*Mr. Evans.*) How often do you make these examinations of the roofs and sides of the pillars?—Where we think there is any danger from "bevels" we make an inspection very often, but we do not make an examination often where we know the hard is quite safe.

495. You do not do it periodically, monthly, or quarterly?—No, we do not. We pay all the attention to the bad places.

496. How often do you pay that attention to the bad places?—We have men at it every day in one part of the quarry or other.

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497. (*Chairman.*) In different parts of the quarry?—Yes.

498. (*Mr. Evans.*) I suppose some of the accidents at your quarry have happened through things falling from your roofs?—There has been one accident from that cause in 15 years.

499. (*Mr. Jones.*) Were there not two accidents from that cause?—No. The other which you are referring to, was from something else, I think.

500. (*Mr. Evans.*) Have any of the accidents been caused by falls from the sides of the pillars?—No, I do not remember any.

501. How did the two accidents happen that are entered under the head "falls of ground," between 1885 and 1892?—I do not know which are the accidents referred to without the names, but if you can give me the name of the man I can perhaps tell you.

502. (*Chairman.*) One was on the 19th March 1884, Richard Thomas, miner. He was standing on a ledge of rock which he knew to be insecure, and it gave way, and he was killed. Do you remember that?—That was a fall, and he was standing on the top of it.

503. The other case was on the 5th April 1889. Robert Thomas, labourer, "unexpected fall of part of roof in an old chamber in which he was working." About two tons of rock fell a short distance from him; you remember the case?—Yes; that is the only one that has happened in that way.

504. (*Mr. Evans.*) Do you think it would have been possible to prevent one of those accidents?—One of them might have been prevented if the miner had used the chain. He had the chain on the rock beside him, but he did not use it.

505. Do you think the men are too careless of themselves in matters of that kind?—Yes, some of them are at times. There is no doubt that if they exercised more care there would be fewer accidents.

506. Do the officials warn them sometimes about that?—Yes, they do, and they often fine them as well.

507. Do you know of any non-fatal accidents which occurred through falls of ground during the period I have referred to?—I do not know of any which happened owing to falls from the top or from the pillars, but I know of some from the face of the rock.

508. And do you think that many of those were accidents that could have been prevented?—The men are often too reckless in many things, but the injuries they receive are looked upon as the results of accidents.

509. Do you know of any of those accidents that have happened in consequence of the officials not exercising sufficient care in looking after these places?—No, I do not know of any.

510. (*Mr. Greaves.*) We had some evidence placed before us yesterday; do you know whether or not it is the custom of the managers of the Festiniog quarries to let work on contract, to be carried out in a manner which they know to be dangerous, in order to have it carried out cheaper than would otherwise be the case?—I have never heard of that, and no manager ever did it with me, and I have been working for 23 years.

511. Are the rockmen as a rule taken on to the rock from the waggons without any former experience?—They are taken on from the waggons mostly, but they are taken to do something on the rock first of all. Those men are not equal to the slate quarriers. The best workmen are those who come to that work first of all, before commencing at anything else, but the Factory Acts do not allow you to take them under ground very young.

512. (*Chairman.*) By the term "slate quarrier" you understand a man or boy who works in the sheds?—Yes.

513. In ordinary talk by the term "quarrier" would be understood a man who was getting rock or quarrying rock?—Yes, quite so. I mean that the slatemaker is the best man.

514. (*Mr. Greaves.*) Are any men ever put on the rock without your consent?—No, never. We always see that they are responsible men.

515. You always do that?—Yes. They come to me to ask for permission to put them, and when I was working we were never allowed to put a man on without asking the manager.

516. How frequently are the bargains visited by the managers?—I cannot tell that.

517. Would they be visited once a day?—No, the manager would not visit every bargain daily, but some of the sub-agents would.

518. Then either the manager or a sub-agent would?—Yes, once a day.

519. So that every working place in the quarry is visited by an official every day?—Yes.

520. (*Mr. Evans.*) Does the official when he comes on his round take special notice of the state of the rock; does he see whether it is safe or not?—I cannot say that he does that, but he goes to see the bargains.

521. Have the men an opportunity of mentioning the matter to the agent if there is anything wrong?—Yes, we tell them that when we let the bargains to them.

522. But have the men an opportunity of telling the agents?—Yes, and we compel them to tell the agents if they think there is anything wrong.

523. From that I gather that you find the men are inclined to keep from you the fact that the places are not safe, and that they do that with an object?—Perhaps some of them do, but the bulk of the men are otherwise. There are so many different kinds of people among 400 workmen.

524. (*Mr. Greaves.*) The bulk of the men state at once if there is anything wrong?—Yes, they do, at once.

525. (*Mr. Jenkins.*) You say you have worked for 23 years?—Yes.

526. Were you working above-ground or underground?—Both.

527. Therefore you took bargains underground?—Yes.

528. Were you working as a rockman or as a miner?—As a rockman.

529. Therefore you do not know how the miners take their work?—Yes, I know; I know how they take it now, and how I let it.

530. Can you say of your own knowledge that the bargains are not let in such a manner to the miners that they are put under the temptation of doing a great deal of work and therefore of not doing it properly?—Take as an instance the case of a man who has the "unroofing" let to him, and instead of taking away the 9-inch, it is propped up in order that it may all come down together; have you seen instances of that?—No, never. We always let the "9-inch" with the other.

531. Has it ever been done as far as you know?—I never heard of the "9-inch" being treated differently to the other.

532. But it does not come off with the other, does it?—After we get the free side it is cheaper to pull it down.

533. Where they unroof a chamber is it, as a rule, rather flat?—It is more flat than in the case of the Oakeley quarries.

534. (*Mr. Jones.*) What is the angle?—About 30°.

535. Do you consider that the average?—Yes.

536. Do you mean the cleavage or the slant?—I mean the cleavage.

537. What about the clay-slant?—It is about 23°.

538. (*Mr. Jenkins.*) They have a certain amount of trouble in removing the rubbish?—No. We give them 10 yards to clear in one chamber and then remove them to another, so that there will be no trouble.

539. And then you put rockmen to work the rock?—Yes.

540. Have you known of any accidents with the other mode of working bargains, opening it altogether in one chamber and then beginning to work the rock?—I remember they used to do that at the Welsh Slate Quarry years ago, but I have never seen it anywhere else.

541. Under certain circumstances it might be a temptation to the miners to leave the 9-inch in order that they might be saved the trouble of removing the rubbish?—We examine it every month, and if a man has not cleared it, we hold some money back or stop him from working.

542. Then you keep a careful supervision over the miners so as not to allow it to accumulate?—Yes, and we tell the bargain-taker who is to work there after the

miner that if he sees anything dangerous he is to report it, so that there will be no ill-feeling between the rockmen and the miners.

543. (*Mr. Jones.*) As a matter of fact you let the 9-inch together with the other portion that the miners have to take away?—Yes.

544. And you make no difference in the price?—No, none at all.

545. (*Mr. Jenkins.*) Is there any other thickness above that which tends to loosen itself?—Sometimes the bed is hard, but it is not always so, and we have to see to it carefully.

546. (*Mr. Jones.*) What is your usual custom, taking the quarry generally; do you open under the clay-slant or under the igneous rock?—Under the igneous rock, as a rule.

547. So the "9-inch" is below you then?—It is taken down.

548. (*Mr. Jenkins.*) You stated that one of the accidents referred to occurred owing to the ground giving way under the man's feet?—Yes.

549. Was he a miner?—Yes.

550. He was not actually taking away that rock?—No, he was opening.

551. Did he know that the place was dangerous?—Yes, the man had told him of it some time before that. They had warned him of the danger.

552. What sort of a place was it?—The man was widening the chamber, and he had blasted one hole and was boring another. The men told him that the first hole which he had blasted had loosened the rock, and that there was danger of it coming down, but he took no notice of their warning and persisted in going on.

553. That chamber had been for some time worked by the rockman?—Yes.

554. So as to make a free bottom there?—I am afraid you do not follow me.

555. The chamber had been worked for some time so as to make a free bottom?—No, it was not that. They were widening the chamber. The side of the chamber had been opened before, and we were making the opening wider.

556. Could anyone have known before that day that it was becoming loose?—It had not been loose for an hour, or for 10 minutes even.

557. (*Mr. Greaves.*) It was immediately after the first blast, you say?—Yes.

558. (*Mr. Evans.*) He was going to fire a blast, and not to bore a hole?—Yes. He had bored three or four holes, and he went there to blast a second hole after blasting the first.

559. (*Mr. Jenkins.*) Are the men, for some reason or other, sometimes apt to leave rock which is loose on the sides of the pillars; what is your experience as to that?—It is certain that one man is not as good as another in that respect.

560. Is there a difference in the way of cutting the pillar?—Yes, a good deal.

561. Some cut it in such a manner as to make the pillar loosen?—No, they do not do that. We see to that.

562. How do you do it—you say you go round and inspect it every day; how do you make that inspection?—Every experienced man will know from the bottom of the chamber whether a man cuts his pillar too much.

563. Can he say whether there is any loosening of the pillar?—If we suspect that we go up to the rock to see.

564. Do you believe there is no responsibility beyond that resting upon the manager or agent?—The men are too venturesome in many ways, but you cannot call those things anything else but accidents.

565. Do you consider that all the sides should be left in a safe condition before they go beyond reach—the sides and the tops?—They all try to do that.

566. Do they, as a fact, try the places themselves with a hammer?—Yes, they do frequently, hundreds of times in a year.

567. Do you consider that in the case of every chamber, before it goes out of the reach of the workmen the manager should go to see that it is left in a safe condition?—There are about 60 bargains in the quarry, and no man can go to see to all those bargains at the same time.

568. (*Mr. Evans.*) But do the managers see to that before the rocks are taken away, so that it cannot be tested easily?—When there is a level we go and examine it ourselves, or the sub-manager does so, or we tell the man who is to see to those things to go there to examine it.

569. (*Chairman.*) Is not that one of the rules to carry out? Is there not a rule which says that the agents shall see that the roof is left in a safe condition by the miners before any slate is allowed to be worked underneath?—Yes, I believe I have given an answer to that effect already.

570. But that is one of the rules you have in force at present?—Yes, it is.

571. (*Mr. Greaves.*) And any pillar that shows signs of giving way, he is to see to that as well, according to the rules?—Yes, he is.

572. (*Mr. Jones.*) Is it your experience that you can detect all danger with the hammer? Supposing you go to the roof with the hammer, can you detect all possible dangers with it?—No, I do not consider that you can. When the piece is very large it is not possible to sound it with the hammer.

573. (*Mr. Evans.*) And where there is a large area?—Yes, quite so.

574. (*Mr. Jones.*) Have you, in your experience, seen cases where the chambers have been examined and there have been falls shortly afterwards?—Yes. We had been examining the place where the rock fell upon Robert Thomas, and we thought it was one of the safest places in the quarry.

575. (*Chairman.*) Had you examined it with the hammer?—Yes. I may say with regard to what was said a few minutes ago that if I knew that a man did anything improper I would stop him from working at once.

576. (*Mr. Jenkins.*) You take no special care to see that they do not do anything improper?—Yes, we do.

577. (*Chairman.*) With regard to the paths for entering the quarry, do you think it advisable, as far as possible, that the pathway for the men should not be on the incline?—Yes, and we do that as far as we possibly can. We make holes on the first incline.

578. Have you within the last few years put in pathways separate from the incline?—Yes, we have.

579. (*Mr. Evans.*) You consider that there should be paths to the quarries quite clear of any machinery or of waggons passing along?—Yes. We have a notice on the incline about that.

580. But as a general rule, do you think there should be a separate path for the men to enter and leave the quarry which is quite clear of waggons?—Yes, it is very necessary wherever it can be done.

581. (*Mr. Greaves.*) And what means would you adopt in cases where that cannot be done?—In the lower floor you have only the incline to go along.

582. Do you cut refuges at a distance of a few yards from each other?—Yes, we do, and we cut them much nearer to each other than we are bound to do according to the Act of Parliament.

583. (*Mr. Jenkins.*) Do you work your quarry in such a way that there is always an open top to every chamber to another floor?—We have some with a "ceiling-bôn," but none without ventilation.

584. Is there any way for the men to go from the bottom after an explosion without going into the face of it? Are there two ways for a man to go, one up and one down?—If we have a "ceiling-bôn" we make a man-hole for the men to go to.

585. That is always done?—Yes, but it is very little "ceiling-bôn" that we have.

586. (*Mr. Jones.*) Do you find that the refuges you make in the incline are of any practical use; are they of any real use to the men if anything happens on the incline?—Yes, they are useful. If a man is going down and a waggon starts up he can turn to the man-hole, and as something may happen to the waggon before it arrives at the top of the incline, he is not to leave the man-hole until it reaches the top.

587. Then the man-holes are to be used when the waggons are working?—Yes.

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588. What would be the result if an accident happened when the man is not in the refuge?—He would not have time to run into a man-hole unless he happened to be very near to it.

589. (*Mr. Evans.*) Do you think that the men should not be allowed to travel on the incline when there is a waggon on it?—Yes, I do, and we have a notice up as to that.

590. (*Mr. Greaves.*) Has there ever been any accident on your incline, as far as you are aware?—We had an accident on the new incline when a waggon was going down.

591. But that was not the case of a man passing up or down?—No.

592. (*Mr. Evans.*) Do you provide stops on the top of the incline that are certain to keep the waggons from running over?—Yes, we do at night, but we do not put them there when the men are working, as they would be in the way, and they are not required at all.

593. But you have something there when the men are at work to stop the waggon at a certain point?—No, we have nothing at all there.

594. (*Mr. Greaves.*) But at the top of the incline the gradient is the other way?—Yes.

595. (*Mr. Evans.*) Do not you think that there should be something to stop the waggons?—No; the gradient is away from the top of the incline, and no waggon can go over the incline unless it is pushed over.

596. (*Mr. Jenkins.*) Have you ever had an accident on the incline because the men have not had a place to shelter?—No, we have not, except the one I have already referred to.

597. Was there a place for them to shelter there?—Yes, there were two levels further on.

598. (*Mr. Evans.*) You have had four fatal accidents underground which are described as having happened from "miscellaneous causes;" can you give us a description of these and say how they occurred, and whether they were due to carelessness on the part of the men or agents?—I daresay I can, if you can give me the names of the men.

599. (*Chairman.*) One was in 1889, Daniel Roberts, miner. He got over a fence and fell over a precipice of 50 yards; you remember the case?—Yes. That was through carelessness on the part of the man. He disobeyed one of the rules.

600. (*Mr. Jenkins.*) What was the rule that he disobeyed?—He went over the fence.

601. Was there a fence there?—Yes, there was a fence 3 feet high. There was a bar there and a wall.

602. Where was he going from at the time?—He got over the fence at the entrance to a disused level and fell over a precipice 50 feet deep at the other end of the level. He had no business there.

603. Where had he been before he went there?—I cannot say where he had been.

604. Had he any powder with him at the time?—Yes.

605. And where did you find the powder when the man was discovered?—It was at the bottom with him. It is believed he went there to relieve his bowels.

606. Is it likely that he would have taken powder with him if he went there for the purpose of relieving his bowels?—There is no doubt he took the powder with him.

607. Was the fence put there before the accident, or afterwards: when was it put up?—It was there before the accident and it was there after the accident.

608. (*Mr. Evans.*) You say that the accident happened because the man went out of the proper way?—Yes, quite so.

609. (*Mr. Jenkins.*) Was he an old workman in the quarry; had he been there for years?—Yes, he had worked there for years, and he had been working there on a previous occasion for years.

610. Had he been there for some years that time?—No. I do not think he had that time.

611. (*Mr. Evans.*) What about the other three accidents from "miscellaneous causes"?—Those were the men who were killed in the pass-by.

612. A waggon came down and killed three men at the same time?—Yes. There was a man to be at the bottom, but he was not there at the time. I think one of the cotterels broke.

613. Were the same men there as usual doing their work at the top of the incline?—Yes, one of them was there, and the other had only just come there.

614. And he had no business there?—Yes, he had business there with the waggons.

615. Was it his business to put the waggons over?—The other man put the waggons over at the top.

616. (*Mr. Greaves.*) You think one of the links broke?—Yes, I believe so.

617. (*Mr. Evans.*) Do you make a periodical examination of your machinery?—Yes.

618. How often do you examine them?—We examine some of them every day. We have a man to look after these things, and to repair anything that wants repairing. The men who are at the top of the incline see to that as well.

619. Does the man you refer to keep a record of any defects he may find in the machinery?—I stop them at once if there is anything wrong.

620. But does he keep a record of the defects in any memorandum book?—No, he does not, but he stops the waggons from being used, and the men on the incline do the same thing when they find anything wrong.

621. Do not you think it would be very desirable, when any important defect is found, that a record of it should be entered in a book, and that the repairs should at once be seen to?—I do not think that would be as good as our present system.

622. What objection have you to that plan?—A man might say in a report that he had been to examine certain machinery, whilst he had perhaps not seen it at all; but as things are at present he is bound to attend to it.

623. But if you get an honest man, who does his work, he would enter it exactly as he found it, would he not?—Yes, an honest man would, there is no doubt.

624. And you would appoint a man in whom you could place confidence?—Yes; we can place confidence in them all.

625. And you do not think it would be a good thing to have these entries made in a book—entries of the defects as well as the repairs?—I do not think it would be of any advantage.

626. Do not you think that if that were done, and that anything happened to the machinery afterwards, it would relieve you to some extent of responsibility, by showing that you had done your duty in the matter?—We are doing our duty by compelling the men to inspect them, and to stop every waggon that is not all right. It is no benefit to them to allow waggons to be used if they are in any way defective.

627. But these things do happen sometimes, do they not?—Yes, they do; and accidents will always happen.

628. (*Chairman.*) With regard to the sanitary arrangements, what conveniences have the men at your quarry in that way?—In some places there are openings for them to go to, and in some places we cut tunnels for them.

629. Are those open to daylight?—Yes, they are, and they are well-ventilated too.

630. Does it interfere in any way with any of the working places where the men are employed?—No; we fine them for going to the working places, and tell them to go to parts of the quarry which are worked out.

631. And the worked-out part is largely used by the men?—Yes.

632. And is it open to daylight?—Yes.

633. Is it near the top?—Yes.

634. Does it in any way affect the air that the men have to breathe in other parts of the quarry?—No, it does not; there is plenty of air there. It does not pass through the part that they work in.

635. (*Mr. Greaves.*) You have privies outside, I suppose?—Yes, we have in some places.

636. Have you them on every floor?—No, not on every floor.

637. How many have you altogether?—There are four or five in the middle floor, but I cannot say exactly.

638. And do the men use them?—Sometimes.

639. Have you any difficulty in getting them to use them?—Yes. They do not care to go from one floor to the other.

640. (*Mr. Evans.*) You say you have not got them on every floor?—No, we have not.

641. Do the men who are on the floors where privies are provided object to use them?—Yes, they do, quite as much as the men who work on the floors where there are no privies.

642. So that the men object to use them apart from the question of convenience?—Yes.

643. Do you clean these privies sometimes?—The water runs through them to the big troughs.

644. But that is not the case with regard to the openings below?—No.

645. (*Mr. Jenkins.*) There are no facilities except the open places?—No.

646. (*Mr. Greaves.*) Does any nuisance arise from these open places?—No, none whatever.

647. (*Mr. Jenkins.*) Is there any disagreeable smell arising from them?—No.

648. And are these open places convenient for the men?—Yes, they are very convenient.

649. What about the water that the men have to drink at the quarry, is it pure?—I had a doctor from London to see it, and he said it was the purest water he had ever seen in the world.

650. Was that water above-ground or underground?—It was underground.

651. (*Mr. Evans.*) The water as it oozes out of the rock must be pure, but after it runs for some distance along the quarry do the men drink it then?—No.; it drops down into the road and gets very dirty afterwards.

652. So that the men cannot drink it except where it oozes from the rock?—Yes, that is all.

653. (*Chairman.*) Do the men drink much water?—No, not much, but they do drink sometimes.

654. (*Mr. Jones.*) What is the practice of the men in getting water for drinking purposes where it oozes from the rock?—They have cans or old jam pots and things of that kind.

655. (*Chairman.*) So that the men themselves collect it?—Yes.

656. (*Mr. Evans.*) How are the sheds at your quarry ventilated?—I think they are fairly well ventilated. In the middle we have 10 yards of walling, and at the end 5 yards.

657. Do you think that there is a great deal of dust in the sheds?—There is dust, but not to such an extent as to injure health.

658. Could you diminish the dust, do you think?—I do not think we could in any better way. Somebody suggested yesterday that the place should be watered, but I consider that utterly impracticable. The water would drop down on the men, and the dust would float up and stick to the ceiling and come down again in larger quantities after the water had dried away. The dust can go out through the walls at present.

659. Is that the only place where it can go out?—We have holes there in several places.

660. Do you not think that proper ventilation at the top of the sheds would help to remove the dust?—I do not think myself that it can be done.

661. Do you consider it would be an improvement or not?—I cannot give a very definite answer to that question. Some of the dust might be removed in that way, but in my opinion it would not do much good.

662. (*Mr. Jenkins.*) You say that it would be impracticable to water it?—Yes, I think so.

663. Would it be practicable, do you think, to have pipes running along the sheds?—That would also drop on to the men.

664. But you might fix the pipes at the bottom and have india-rubber hose to spray the water over the place?—I do not think you can do that either.

665. Is there much dust in the sheds in winter, as much as there is in the summer when the weather is hot and dry?—I think there is in the top, but perhaps it is not so at the bottom, because the place is very damp down below.

666. So you could keep the dust down by damping it?—Perhaps we could, but there is such a draught there that the dust always rises up, no matter what you do. If you water it as you suggest it only makes it worse when it dries again.

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667. (*Mr. Evans.*) Does the dust rise from the sawing and dressing machines?—Yes, that is where it comes from chiefly.

668. And it does not come so much from the floors?—No, not so much.

669. (*Mr. Greaves.*) You run your saws in water, do you not?—Yes, we do.

670. And when saws are run in water there is not very much dust created by them?—No, not very much, but there is some. I do not think that the dust would rise so high as the ventilators at the top.

671. (*Mr. Jones.*) Do you think that less dust or more dust should rise from a machine than from a man using his hand in the ordinary way with a knife?—(*No answer.*)

672. If you cut a slate with one stroke, does that create more or less dust than a man would with an ordinary knife, with which he would make perhaps two or three small cuts?—It is very difficult to say. The space to be travelled is of course exactly the same.

673. If you use the water spray, would that tend to keep the dust in the mill by converting it into clay, or would it drive it out?—It would turn it into clay, I think.

674. (*Mr. Evans.*) Would it be as injurious to health if it were on the floor as it would be in the air?—Both are dust.

675. In a state of clay on the floor would it be injurious to health?—When it is dry and the blocks are taken from the table the very small grains of the clay would rise up to some extent, just as the dust does, though not perhaps to the same extent.

676. What about the question of ventilation; can you give the Committee any information as to how you deal with the ventilation of the places that the miners work in?—We are very good in that respect, I think, at our quarry.

677. Will you explain your way of doing it?—We drive the tunnel at one end, and sink down to meet it sometimes, and we "roof up" at other places.

678. You make the places as short as possible?—Yes.

679. (*Chairman.*) Do you not find that the ventilation when you sink down is better than the ventilation when you roof up?—Yes, we do.

680. (*Mr. Evans.*) Have you enough draught to take all the dust and smoke from the chambers?—Yes, I believe we have.

681. One of the witnesses yesterday, I think, hinted that a candle light is not quite sufficient to detect any danger that may exist in a chamber; what is your experience on that point?—I prefer candles to anything else to see to work the rock.

682. On the face of the rock?—Yes.

683. Then you think it is sufficient?—Yes, I always take a candle instead of a lamp myself to inspect the rock before letting it.

684. (*Mr. Jenkins.*) Is it sometimes darker there than at other times?—Yes, it is.

685. When is that the case?—When there is smoke there, and when it is very dry or very hot. When the atmosphere is very heavy outside the smoke does not lift so very well.

686. (*Mr. Greaves.*) When the pressure is large it keeps in the smoke?—Yes.

687. (*Mr. Jenkins.*) Is it during the greater part of the year very smoky?—It is very difficult for you to say. The cause of it is rather a puzzle.

688. (*Mr. Jones.*) It is the condition of the air outside, is it not?—Yes, that is it.

689. (*Mr. Jenkins.*) Do you ventilate these places by some other means than by keeping them as short as possible?—No, we do not do anything just now.

690. (*Chairman.*) You begin widening from above?—Yes. After cutting the 7 yards of roof we commence to make the place larger.

691. (*Mr. Jones.*) To make it an air receiver?—Yes.

Mr. J. Owen.

6 Dec. 1893.

Mr. JOHN OWEN, Newmarket Square, Blaenau Festiniog, examined.

692. (*Chairman.*) Where do you work?—At the Oakeley quarries.

693. And what do you do there?—I am a slate-maker.

694. What part of the Oakeley quarries do you work at?—The Middle Quarry.

695. How long have you been working as a slate-maker?—For 35 years.

696 You have worked above-ground the whole of that time?—Yes, as a slate-maker.

697. Have you worked underground at all?—No, I have not.

698. Have you any suggestions to make with the view to making your occupation more healthy or safer?—No, I have not.

699. Have you suffered from any illness at all as the result of your occupation?—I cannot refer to anything in particular.

700. Have you suffered in any way from inhaling dust?—No, I have not.

701. Do you, in your experience, know of any men who have suffered from the inhalation of slate dust?—I cannot refer to anyone in particular.

702. Do you consider that you have sufficient ventilation in the sheds?—There is air coming into the sheds from several places. It is a very convenient place to work in where I am.

703. Do you think the machinery at the quarries is sufficiently guarded or fenced?—I do not think there is any danger from the machinery where I am working; that is, the sawing and dressing machines.

704. Have you any other evidence that you would like to give?—No, but I will answer any questions.

705. (*Mr. Evans.*) Were you ever under the care of a medical man?—Yes, several times.

706. From what complaint did you suffer?—Indigestion.

707. And do you know what brought it on?—No, I do not. I am very subject to it always.

708. What are your meals generally?—Tea, mostly.

709. What do you take at breakfast?—Tea.

710. And what do you get with it?—A little meat.

711. You do get meat?—Yes.

712. Do you get meat every day in the week?—Yes, I do, a little.

713. What does your dinner consist of?—Tea.

714. And what else?—Bread and butter.

715. Do you get any meat with that meal?—Yes, a little meat or a little cheese, just as it happens to be.

716. Do you take anything else at the quarry after that meal, and before you get home?—No, I have made it a rule never to do so.

717. What do you get for dinner after you reach home?—Potatoes and meat.

718. Do you take tea with it?—No.

719. Do you take any supper after that?—Yes.

720. What do you get then?—Tea, as a general rule.

721. Did the doctor tell you that that mode of living was likely to bring on indigestion?—Yes, he has told me many times that drinking too much tea would bring it on.

722. Do you believe it?—Yes, I do, but it has become as second nature to me.

723. You do not think you could alter your way of living if you tried?—Yes, I could.

724. And you think you would live longer if you did so?—I cannot say anything about that.

725. You do not work in wet clothes, as you live close to the sheds, you never get wet?—No, except a little on my legs. I work in a dry place all day.

726. You live near the quarry, I suppose?—No, it is about three-quarters of a mile.

727. What kind of place have you at the quarry to take your meals in?—We have eating-houses, which have been made for the purpose.

728. Will you give us a description of the general character of these places?—It is a building with a stove in it to boil water, and there are three or four tables in it, with benches all round the place for the men to sit upon. We range ourselves in parties around these tables.

729. Do you stew your tea much before drinking it?—As the number of men is large, we put the tea in the kettle, and if it is there for half an hour before we drink it of course it stews a good deal.

730. (*Chairman.*) Do you often put it into the kettle half-an-hour before you want to use it?—No, not always.

731. But you do sometimes?—Yes, and sometimes it is only there for a quarter of an hour.

732. (*Mr. Greaves.*) How long before the dinner hour is the room open?—The water is put on the stove two hours before the time, and the place is open about three-quarters of an hour before dinner-time.

733. (*Mr. Evans.*) I suppose that many of the workmen come to the quarry from long distances, and get wet before they reach their work?—Yes, that is the case with many.

734. Is there any convenience for them to dry their clothes, or to get dry clothes to work in?—No, I do not know that there is.

735. Do you consider it would be very convenient if such a place were prepared for the men?—Of course it would be a great advantage for the men to have a place where they could dry their clothes when they get wet in the morning.

736. Is it within your knowledge that anyone has taken cold in consequence of getting wet in that way, or remaining at work in their wet clothes?—I cannot remember an instance of that kind.

737. (*Chairman.*) Have you any complaints to make about your mode of working?—No, I have nothing at all.

738. (*Mr. Jones.*) Do you know whether any wet clothes are left in the eating-rooms to dry?—No. We made a request for that to be allowed, but it was refused on the ground that it might be a source of danger to the health of the men.

739. How long do you boil the water before you put the tea into the kettle?—The water is put on the stove about 10 o'clock in the morning, or earlier than that sometimes.

740. But you do not know how long the water boils before you put the tea into it?—The time varies. It depends on the time the stove takes to heat.

741. (*Mr. Greaves.*) Are steps taken by the management to keep all the machinery of the mill in which you work in thorough working order?—Yes, that is done in the place where I work.

742. (*Mr. Jenkins.*) Do you consider that you get a good cup of tea at the quarry?—No, it is not very good.

743. And is that the general feeling?—Yes, it is.

744. Do you feel the dust to be very agreeable?—I do not know of anything that will do away with it.

745. Do you like to work in it?—There is not so much of it now as there used to be. When the vertical knives were in use there used to be a good deal of dust, but with the circular machine there is not so much.

746. Are the men in the mills sometimes to be seen white with dust?—No, except when the door is open and the wind blows the dust on to them.

747. (*Mr. Evans.*) I suppose there is a quantity of dust on the coats of the quarrymen when they leave off at the sheds; it colours their coats, does it not?—Yes, there is a certain quantity of dust from the slate that cannot be avoided. If a man gets his trousers wet, and he beats it after it dries, a good deal of dust will rise from it.

748. (*Mr. Jones.*) Have you been asked to come here to give evidence on behalf of somebody, or have you come of your own free will?—I was asked to give evidence as far as my experience would allow me.

749. Were you asked to come here to give evidence by the quarry proprietors or by the workmen?—I was asked by the manager.

750. (*Chairman.*) Did you offer the manager that you would come here to give evidence?—No, I did not, but I said I would give evidence after he asked me.

751. (*Mr. Evans.*) Do you think you represent anybody but yourself?—I cannot say.

752. (*Mr. Jenkins.*) Do you know the general feeling of your fellow workmen about the agreeableness or otherwise of dust to work in?—No, I do not. That is how we have always been working, and I have not thought of any means of doing away with the dust. There must of necessity be some little dust in working slates, but in my opinion there is not so much now as there used to be under the old system.

753. Is there, as a matter of fact, a good deal of dust in the mills still?—Yes, there is, especially in summer, and it is quite possible that there is much more than we can detect.

754. If Mr. G. J. Williams (the interpreter) were to go into the mill with black clothes and stay there for some hours would they be black when he left?—They would not be so black as they are now, perhaps.

755. (*Mr. Evans.*) Do you know of any accidents which have taken place in the quarry in which you work?—Yes, I know of them through seeing them.

756. Do you know how they were brought about?—No. Richard Jones, who is here with me to-day, knows more about them than I do, as he works underground.

757. Do you know of any accidents that have taken place above-ground?—There are sometimes slight accidents, such as where a man hurts his finger or a block falls upon his leg or foot. Accidents of that kind do sometimes occur in the mills.

758. Do you know of any serious accidents which have taken place which could, in some way, have been prevented?—I do not recollect now.

759. There have been two fatal accidents in the Oakeley quarries above-ground during the last eight years; can you tell us how those took place?—No, I cannot.

760. (*Chairman.*) One was in 1886 at the upper quarry, John Tudor Roberts, 69 years of age, fell over a natural precipice which was used as a tip; do you remember that?—Yes, I do.

761. And the other was on the 19th August 1892, Richard Roberts, labourer, who was working above-ground at the foot of the "fall" and a stone fell upon him; do you know anything about that?—No, I do not. Richard Jones, who is here as a witness to-day, worked close to him, and he will know all about it.

762. (*Mr. Evans.*) Then you do not know of any accident that could have been prevented either by the men being more careful or more supervision being exercised by the manager or the officials?—No, I cannot say that I do. I believe that every care is taken, as far as the knowledge of the men and the officials enables them.

763. You are not aware of any accident that took place in consequence of carelessness on the part of the men?—No, I cannot refer to any just now.

764. (*Mr. Jenkins.*) Are there minor accidents which take place frequently in the mills?—Only the accidents I have already referred to, such as cuts and bruises.

765. In what way do they generally occur?—Some of them happen owing to the absence of mind of the men; for instance, when they put blocks on the table the man on the one side may not understand the intentions of the man on the other side. It very often happens that slight accidents occur as the result of a little misunderstanding of that kind.

766. Do accidents sometimes occur in connexion with the machinery?—Yes. Accidents have happened where men have put their hand or fingers under the knife of the dressing machine.

767. (*Mr. Evans.*) There was one man killed above-ground in the Oakeley quarries by machinery; do you know anything of that case?—No, I do not remember.

768. (*Mr. Jenkins.*) Are there other causes for these minor accidents besides men putting their hands or fingers in the dressing machines?—I do not recollect just now.

769. Can you suggest any means of preventing accidents of that kind?—No, I cannot. It is very apparent that these accidents are due to carelessness on the part of the men themselves, and that with more care, I believe, they might be prevented.

770. When they put their hands in the dressing machine, does that generally happen when they are leisurely doing something or when they are busily at work?—It happens as a general rule when a man is looking about him in a careless sort of a way, and he puts his hand too far in. At other times he may put a piece of slate which is too small under the knife, and the knife may catch his hand.

771. When you are not working do you as a rule stop the machinery?—Yes, we do, so that the knives may not turn.

772. That is generally done, is it?—Yes, and there is a rule on the subject.

773. And is that rule always carried out?—It is generally carried out, but I believe there are exceptions.

774. (*Chairman.*) Is there in nearly every case a loose pulley to each sawing machine?—Yes.

775. (*Mr. Evans.*) Are you quite satisfied with the rules that are at present in force at the Oakeley quarries?—I am not aware that I can suggest any improvement in them at all.

776. Are the rules you have adhered to?—Yes, they are.

777. Strictly?—Yes.

778. By the officials and the men as well?—Yes, they are.

779. (*Chairman.*) Have the officials sometimes prosecuted the men for breaches of the rules?—Yes, they have done that several times.

780. (*Mr. Jones.*) Have you any sanitary arrangements in your mill, and if you have, what are they?—No, there are none.

781. (*Chairman.*) Are there privies scattered about in the open part of the Oakeley quarries?—No, I do not know that there are.

782. (*Mr. Jenkins.*) Where do you go to obey the calls of nature?—(*No answer.*)

783. (*Mr. Evans.*) Is there any nuisance in consequence of the absence of privies?—Our custom is to go rather far away from where we work.

784. But is there any nuisance caused owing to the absence of proper privies?—No, unless it occurs in consequence of the men making water.

785. You do not consider it necessary that there should be privies at the quarry?—It would be very desirable if there were some.

786. What are they required for if there is no nuisance arising from their absence?—They would be useful in this way, the men would not have to go so far away from their work as they go now.

787. Then they would be useful as a means of saving time?—Yes.

788. (*Mr. Jenkins.*) Are you obliged to go to exposed parts of the quarry for that purpose at the present time?—Yes.

789. What about the drinking water at your quarry; is it good?—We get it from Allt Fawr, the high hill behind the quarry.

790. Is it good water?—Yes, but I believe it is better where it starts from. It is not so good after it has come through the pipes.

791. (*Mr. Evans.*) What kind of pipes are they?—Iron.

Mr. R. Jones.

6 Dec. 1893.

Mr. Richard Jones, Capel Garmon, examined.

792. (*Chairman.*) Where do you live?—At Capel Garmon.

793. And where do you work?—At the Middle Oakeley quarry.

794. Do you work above-ground or underground?—I am working outside now.

795. What are you at the quarry?—Rockman.

796. And where are you working now?—In a pillar in the "fall."

797. Outside?—Yes.

798. In the open air?—Yes.

799. Have you worked underground?—Yes.

800. For how many years?—For about 14 years.

801. And how long have you worked above-ground on the "fall"?—For about 18 months.

802. Can you give us any information which would enable us to offer suggestions for improving the health or ensuring the safety of the men engaged in this occupation?—I am not aware that I can.

803. What are the dangers to which you are most exposed?—Falls of rock upon us, and also explosions.

804. How can you, in your opinion, be best protected from falls?—The best way of preventing those accidents, as a rule, is for the men to exercise more care themselves.

805. When you are working underground are your chambers or openings inspected from time to time by the agents of the quarry?—Yes, they are.

806. In what way are they inspected?—If there is any suspicion of danger they erect a ladder or use a Wells light.

807. And do you think the dangers can be sufficiently detected in that way?—Yes, I believe they can.

808. What machinery have you to use; do you use cranes?—Yes.

809. Do accidents happen from time to time with the cranes?—Yes, owing to the carelessness of the men, as a rule.

810. Do you think it would be advisable to have a ratchet and pawl on the cranes?—Yes, I think they would be very useful.

811. You think they would be useful?—Yes, they would be useful in holding a big stone, but we manage very well without them.

812. When accidents happen with the cranes, do they as a rule happen when the stone is being lifted or when it is being lowered?—They happen in lowering the stone, as a rule.

813. Would a pawl be of any use in that case?—No, not at all.

814. (*Mr. Evans.*) I suppose you have frequently selected a stone which has been rather too large for the crew that have to turn the crane?—No, I am not aware. We could not turn it.

815. Did it ever happen to you that you lifted a stone which turned out to be rather too much for you and where you would like to take your breath before finishing?—That depends upon the number of men at the crane.

816. Have you ever known of instances where the crew employed have been too small to wind the stone up without taking their breath?—Yes, I have.

817. Do you not think that the pawl would be of advantage in a case of that kind?—It would do just the same as the chain we use at present and which we put in the cog wheel.

818. Do you think that chain is always safe?—I have never seen one run.

819. Do you not think that it endangers the wheel?—I do not think it does any more than that would.

820. That has nothing to do with the cog wheel, it is an outside thing altogether?—I do not know anything about it.

821. Then you cannot express an opinion on that point?—No, I cannot.

822. (*Mr. Greaves.*) Do the officials attend promptly to any complaints made to them as to the condition of the machinery or to any danger in the working places?—Yes. We are not allowed to work in any dangerous place if they know of it.

823. And whatever defects there are are promptly attended to?—Yes, they are attended to at once.

824. (*Mr. Jones.*) Suppose you have a block on the crane and perhaps two or three or four men working at it, how many will there be at the handle when you go to lower it?—Two.

825. Do you think that one or two men, as they used to be sometimes, have attempted work too heavy for them and have thus brought about an accident?—I am not aware.

826. (*Mr. Greaves.*) Have you ever tried a crane worked with a worm-gear?—No, never.

827. (*Mr. Jenkins.*) Are there always two men engaged in lowering stones?—Yes, if the work is too much for one.

828. Do these accidents in connexion with cranes occur generally when the stone is a large one and difficult to lower, or when you are lowering small blocks which are easily lowered?—As a rule, they happen in the case of small stones, and are owing entirely to want of care.

829. I believe you said you had worked underground for 14 years?—Yes.

830. Were you a rockman for these 14 years?—Yes.

831. You have said that accidents occur from falls of rock?—Yes.

832. Where do those falls come from?—From the pillars very often.

833. Are these pillars inspected as a rule?—If there is any doubt about them an inspection is made.

834. By what means are they examined?—If there is any necessity for a ladder, one is used, but a Wells light is tried first of all, and afterwards a ladder if it is thought necessary.

835. How far can you see with the Wells light?—We cannot see very well with it at a distance.

836. But how far can you see properly?—About 10 yards or so.

837. Can you make sure, within 10 yards, that a place is safe, simply by looking at it?—Yes, I believe we can.

838. (*Chairman.*) Can you make sure that the rock is safe without sounding it?—Yes, if we do not see cracks in it.

839. (*Mr. Jenkins.*) Are there inspections by the officials of the quarry by other means than by the Wells light?—No, I am not aware that there are examinations overhead. They cannot possibly do it otherwise.

840. Are the inspections by means of the Wells light made by them periodically, or how?—They are made in places where there is any doubt as to their safety.

841. But are they made periodically throughout the quarry?—I do not know that they are.

842. When do they use the ladders; do they raise them except when something falls down?—Yes, in places where there is suspicion that there is something wrong.

843. Is it a difficult thing to raise these ladders?—Yes, it is, in my opinion.

844. And does it take a long time to raise them?—Sometimes it does, especially in the case of a long ladder. It very often takes four days to fix one, and to put the pegs and everything.

845. You say it is always done when anything falls down?—Yes, it is.

846. (*Chairman.*) Are they used after an accident, or when some rock has fallen?—When there is any doubt about a chamber they raise the ladders whether anything has fallen or not. In cases where the rock has fallen they raise them at once.

847. (*Mr. Jenkins.*) In your opinion, should that be done oftener and periodically?—I cannot say. If that were done it would mean a lot of work.

848. You say there is a good deal of care taken at the quarry at the present time; do you remember the time when it was otherwise?—(*No answer.*)

849. Has there been an improvement within your memory?—Yes, there has.

850. A great improvement?—Yes.

851. Have you worked in any other quarries?—Yes, I have.

852. Did you see the same care taken in those quarries as at the Oakeley quarries?—Yes, I have seen care taken, but not so much as at our quarries.

853. Have you reason to think that the same improvement has taken place in that respect in those other quarries by now?—I believe so, as far as I know.

854. You live at Capel Garmon, I believe?—Yes.

855. And do you go home daily or weekly?—I go home every night now, but I used to go once a week only.

856. When you went home weekly did you live in lodgings or in barracks?—In lodgings.

857. Have you been living in barracks at all?—Yes, I have.

858. What is your opinion about barracks generally, and their effect on the health of the workmen?—They have been very much improved lately, compared with what they used to be years ago.

859. (*Chairman.*) What barracks were they that you lived in? Were they barracks belonging to the quarry or to some private person in the neighbourhood?—They were barracks belonging to people in the village.

860. How many men were there living in the same room in those barracks?—Four.

861. And had you a separate room to take your meals in?—No, we had not.

862. Had you to eat and sleep and do everything in the same room?—Yes, there was only the one room.

863. (*Mr. Jenkins.*) What was the size of the room?—I cannot say what it was.

864. (*Chairman.*) Are those barracks still in existence?—Yes.

865. (*Mr. Jenkins.*) How many men are there living in it at the present time?—I do not know.

866. (*Chairman.*) Could you tell us where they are situated exactly, as we would like to see them?—Yes.

867. What is the address?—They are at Rhiwbryfdir, and they belong to John Roberts, Pantyronen.

868. (*Mr. Jenkins.*) You have nothing to suggest as to how to prevent accidents from falls of ground?—No, I am not aware that I can suggest anything.

869. You say you work in the "fall"?—Yes.

870. Is there a tendency in the "fall" to become more dangerous, the more you clear of it?—No, I do not know that there is.

871. (*Mr. Greaves.*) Are you aware of the special rules at present in force at the Oakeley quarries?—Yes.

872. And are those special rules strictly observed both by the workmen and the managers?—Yes, as far as I know, they are.

873. (*Mr. Jenkins.*) Are they all carried out?—Yes, as far as I know.

874. (*Mr. Evans.*) You are a rockman?—Yes.

875. When did you begin to work as a rockman?—About 17 years ago.

876. Had you been doing any work before that?—Yes, a little.

877. What work were you engaged in at that time?—I worked on a farm.

878. And were you taken from the farm to be a rockman direct?—No.

879. Then what did you work at after leaving the farm, and before commencing as a rockman?—I was with the waggons for a short time.

880. For how long were you with them?—For about six months.

881. Had you any opportunities during those six months of learning anything about the rock before you were taken on to work there?—Yes.

882. What opportunities had you?—I was anxious to be taken on as a rockman, and I made use of every opportunity I could get to learn to drill.

883. Did you ever use powder before you commenced to work as a rockman?—No.

884. How soon after becoming a rockman were you allowed to use powder?—Not for some time.

885. For how long?—About a month. A man used to tamp before I was allowed to use it.

886. Were you under the charge of someone else who looked after you for some time after you commenced to work on the rock?—Yes, the master.

887. Do you mean the officials of the quarry or the bargainer?—The bargainer.

888. From your experience, do you find that places which are not suspected sometimes become dangerous without its being known?—Yes, I do.

889. In consequence of the effects of the weather or of water or something of that kind?—Yes, quite so.

890. That being so, do you not believe that a periodical inspection should be made of all places which are not under the special care of the workman at the time, and which are not suspected?—Perhaps it would be a good thing.

891. Do you know of any accidents which have taken place in consequence of rock falling from a place which nobody suspected of being dangerous?—Yes, I do know of such cases.

892. Would that not justify there being a periodical inspection of places where men may be in danger of things falling in that way?—Inspections might be made, and yet the accident might happen notwithstanding.

893. Do you think that a knock with the hammer enables you to tell with certainty whether a place is safe or not?—We have no other way of testing it, as far as I am aware.

894. Do you think you are certain to detect a dangerous place by simply striking it with the hammer?—We believe that you can. At any rate, we have no other way of doing it.

895. But accidents do happen, although you do your best to discover dangerous places before they occur?—Yes, they do.

896. How old were you when you came to the quarry first of all?—I was 15.

897. How soon after becoming a rockman did you consider yourself a competent workman, and able to take charge of a bargain?—I got a bargain in about two years afterwards.

898. Did you consider yourself competent before that?—Yes.

899. What time do you consider is sufficient to enable a labourer to become a competent rockman, speaking generally; you were young when you undertook the work, but how long do you think a labourer, say, 18 or 20 years of age, ought to take before he becomes a competent rockman?—That is a difficult question to answer, as men differ.

900. But taking men generally?—It all depends on the man himself.

901. Can you tell us in what time after a man begins work it is generally considered he is capable of taking a bargain?—I cannot say.

902. (*Mr. Jones.*) Putting yourself out of the question, what does your 17 years' experience teach you as to the average time required for a man to become a competent rockman?—Two or three years, I should say.

903. Were you ever ambitious to become a slatemaker?—I tried it, but I was never anxious to become one.

904. Do you think you could learn the work after reaching 17 or 18 years of age?—Yes, I believe I could.

905. Do you know of anyone who did learn it after reaching that age?—No, I do not.

906. But you think it is possible to do so?—Yes, I do.

907. Do you know the cause of any of the fatal accidents which have taken place at the Oakeley quarries during the time you have been there?—No, I do not.

908. Have you seen any fatal accidents there?—Yes, I have.

909. And were you present when any of them happened?—I was not close by.

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910. Then you do not know the cause of any of them?—I was pretty near the place where Richard Roberts met with the accident.

911. When was that, and how did he meet with the accident?—I do not remember the date.

912. Do you know the year?—It was the case of Richard William Roberts.

913. (*Chairman.*) That was the case where he went back too soon after blasting, and a small piece of rock fell down and struck him on the back?—Yes.

914. (*Mr. Evans.*) Do you know why that man went there too soon, sooner than it would be reasonable for him to go?—No, I do not.

915. Do you know of any other fatal accident?—I know of the accident to Owen Jones.

916. (*Chairman.*) Is that Owen P. Jones, the agent?—Yes.

917. (*Mr. Evans.*) That was an accident with the crane, was it not?—Yes.

918. Do you know of any other accident of a serious character which happened in consequence of neglect or insufficient care on the part of the men or the officials?—No, I do not.

919. Do you agree with the account given by Mr. John Owen (the previous witness) as to your mode of living in this district?—Yes.

920. You follow his mode of living?—Well, it is not exactly the same.

921. Are you fed better or poorer than he is? Do you take beer instead of tea?—No, I take buttermilk.

922. (*Mr. Jenkins.*) Are the quarrymen generally sufficiently clad?—Yes, I believe they are.

923. What do they wear?—Fustian, or corduroy.

924. Do they wear flannel next to the skin?—Yes, they do as a rule.

925. Which do you consider the healthier, your previous occupation or the present one—that of the agricultural labourer or the quarryman?—It is about the same, I should think. At all events I have enjoyed very good health in both occupations.

926. What was your age when you came to the quarry first?—I was 15.

927. Did the change affect your health in any way when you left the farm and commenced to work at the quarry?—No, I do not know that it did.

928. You work at present in the open air, do you?—Yes, in the "fall."

929. (*Mr. Greaves.*) Are you aware of any unwillingness on the part of the quarrymen to come forward to give evidence before this Committee; are they afraid of incurring the displeasure of the agents or owners of the quarry?—No, I am not aware of anything of the kind.

930. (*Mr. Jones.*) Why did you come here to give evidence?—Because the workmen and the masters asked me to come.

931. (*Chairman.*) Both the men and the masters asked you to come here?—Yes.

932. (*Mr. Evans.*) You are not here to represent any party?—No, but the men and the masters asked me to attend.

933. (*Chairman.*) You say you live at Capel Garmon, and that you now go backwards and forwards every day by train?—Yes.

934. You go and come morning and evening?—Yes.

935. Are the trains convenient now, so that you can get away in the evening without waiting about in your wet clothes?—Yes, they are convenient in the evening.

936. Has there been any improvement in that respect lately; had you to wait about for a considerable time until the beginning of this month when the trains were altered?—Yes, we had to wait a good deal until the beginning of this month.

937. What about the morning; are the trains convenient for your work in the morning?—No, they are rather too early.

938. What station do you leave?—Bettws-y-coed.

939 And what time does your train leave?—At 5.25 a.m.

940. What distance have you to walk to the station?—About a mile.

941. Then you do not live in the village of Capel Garmon?—No.

942. Does that train bring you up here too early for your work in winter?—Yes, it does.

943. How long have you to wait about before commencing work?—About an hour and a half.

944. (*Mr. Greaves.*) Do not you find that it adds very much to the labour of the day, travelling night and morning in that way?—No; I find myself healthier now that I am doing that.

945. (*Chairman.*) What time do you get home in the evening?—At 6 o'clock, or a little later. If the train is in good time I reach home at 6 o'clock.

946. And you leave home at 5 o'clock in the morning?—Yes; about five minutes past five.

947. How is it in the summer months—are the trains more convenient then?—Yes; the morning train is about right in summer.

948. (*Mr. Jenkins.*) You say that the men are warned to be careful by the officials; are they always careful after having been warned in that way?—I cannot speak as to everyone.

949. Do you know that there is a tendency among the men to be careless in some cases?—Perhaps there is.

950. But you do not know of any particular instance?—No, I do not know of any.

951. (*Mr. Evans.*) Do you think that the men ought to be prosecuted for breaking the rules?—It is their own safety that is in the question.

952. But do you consider that the breaking of the rules is so important a matter that the men ought to be prosecuted for it, seeing that the safety of the men depends upon the rules being properly adhered to?—I cannot say anything as to that.

953. (*Mr. Jenkins.*) Do you approve of all the rules at present in force?—Yes, as far as they go. They are the best rules for us at the present time.

954. Do you know of any of them that are not carried out by the men themselves?—No, I do not.

955. What about Rule 73, as to wooden rammers; is that carried out by the men?—It is impossible to observe that rule under certain circumstances.

956. Can you give any reasons for that?—When we have a block which only requires half-an-inch of tamping, we cannot possibly put more without spoiling the block, and we cannot make it hard enough with a wooden rammer.

957. We had it in evidence yesterday that the brass rammers are not used in some of the quarries, and that they are kept as ornaments; is that the case to your knowledge?—They are used everywhere, as far as I know.

958. (*Mr. Greaves.*) You say the copper rammers are used?—Yes, they are.

959. (*Mr. Jenkins.*) Is there any complaint against them?—The tampers are better now than they used to be.

960. (*Mr. Evans.*) Have the men any objection to use these brass tampers?—Yes, they had at first, when they used to bend.

961. Because they were not useful or practicable?—Yes.

962. Do you know of any accidents which have taken place by using iron tampers?—No, I do not know of any.

963. Do you generally re-open a hole that has missed fire?—No.

964. You do not think it would be safe to re-open a hole which has missed fire?—No, I do not think it would be at all times.

965. (*Mr. Greaves.*) If the special rules are carried out in a thorough and proper manner do you consider that all would have been done that could be done to ensure the safety of the men?—Yes, I do.

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966. (*Chairman.*) What are you at the quarry?—A rockman.

967. Where do you work?—At the Lower Oakeley quarry.

968. You know the object of this inquiry—to endeavour to make your occupation safer and more healthy; can you help us to do that by offering suggestions?—I do not know that I have anything to suggest, but I shall be glad to answer any questions.

969. What are the most common kind of accidents that happen, as far as your knowledge goes?—They differ. Sometimes explosions, and sometimes falls of rock. Accidents also happen on the incline.

970. With regard to falls of rock, have you had much experience in that direction; have you known rock to fall from above and injure the men?—Yes, I have seen that at different times.

971. And does the rock sometimes fall from a great height, from the roof or from the pillar?—Yes, it very often falls from very high places.

972. What is the best way of preventing accidents of that kind, in your opinion?—To be more careful with those places while they are within reach.

973. Supposing every care has been taken when the men are within reach, and that after a lapse of years from natural causes the rock gets weaker, how can you best ensure the safety of the man who works underneath?—Only by trying to go there, if that is possible, to remove what is loose and dangerous.

974. How do you find out that it is loose?—It is difficult to know when it is 50 or 60 yards away from you, unless you can go there and test it with the hammer; but it is very often difficult to do that.

975. How do you examine the roof, with ladders?—By fixing blocks up inside the wall of the pillar, and putting ropes through them, and hauling the ladder up.

976. How long does it take you to fix a set of ladders 20 yards long?—We can fix one of that length in two days. We have one at present which is 34 yards long, and that is the longest we have ever had.

977. How long did it take you to fix that ladder?—Four days.

978. And after a ladder of that kind is rigged up, how many are there amongst your fellow-workmen who can work at the top of it?—I question very much whether there is one out of 20 who can do so.

979. (*Mr. Greaves.*) Within your knowledge do you remember an accident happening while examining a roof from the use of one of these very long ladders?—No, I do not know of anything of the kind, and I have been at the work at various times during the last 20 years.

980. (*Chairman.*) Did not one of the ladders break once with a man on it?—Yes, one ladder broke, but nobody was hurt.

981. (*Mr. Greaves.*) Can you judge of the state of the roof at those spots which you are able to reach with the hammer, and tell whether it is dangerous or not?—Yes, we can.

982. (*Mr. Jones.*) Can you be certain with the hammer alone? Supposing there is a big area or a large thickness to be tested, can you ascertain whether it is dangerous simply by using the hammer?—No, not altogether; but if it has moved out of its place there are signs of it to be seen in some place or other.

983. Is the hammer of any use in a case of that kind?—No, they are too large for you to be able to tell simply by using a hammer.

984. That being so, the hammer will only show a comparatively small defect?—Yes, that is so.

985. Have you known of instances where you have been to make these inspections, and having been perfectly satisfied that there was nothing dangerous, and afterwards in a few days or a few weeks something has fallen down from the very places that you considered safe?—We have been very lucky in that respect. I do not know of anything of the kind.

986. (*Mr. Jenkins.*) If you cannot tell whether it is dangerous or not with the hammer you can by some other means, can you?—If a large piece is moving, small pieces will fall off from time to time, or there will be some signs somewhere.

987. And you can tell from those signs?—Yes, we can.

988. Did you say that you had to go up 50 or 60 yards?—We cannot go that distance with the means we have in use at the present time. We have often gone to that height, but we had to start from another floor.

989. (*Chairman.*) What would be the height of the highest chamber in your quarry?—I believe it is from 50 to 60 yards.

990. (*Mr. Jenkins.*) Would it require a ladder 50 or 60 yards long to go there?—Yes.

991. Can you tell us what is the thickness of the vein there all through?—No, I cannot say exactly. There are many who know far better than I do.

992. Supposing a chamber is worked home, what would be the length of a ladder from that place to the clay-slant?—From 50 to 60 yards, as I have already said.

993. Do you always leave the places we have been speaking of in a satisfactory condition, or as you would like them to be?—Yes, always.

994. So that you have no fear that anything will come down from them?—No fear at all.

995. Do you consider that you leave it always in the best condition that you can leave them in?—Yes.

996. When you leave a place as safe as you can make it at the time, although it may not be in quite a satisfactory condition, is there any care taken to look after these places afterwards?—We see that it is either safe or that it is not.

997. You have worked in the Lower Oakeley quarry for a long time?—Yes, I have worked there for 30 years.

998. Is there proper care taken at that quarry now?—Yes, splendid, better than I have ever seen.

999. When anything has fallen down what is the practice with regard to it at the present time?—The men who work under the place are stopped until proper inspection is made of it.

1000. And do they invariably use ladders?—Yes, they do, at once.

1001. (*Chairman.*) Do they occasionally use ladders and make an inspection of that kind without any fall having taken place?—We often take a light through the quarry to examine it, but we do not use ladders as a rule until something has happened, it would take too much time, if you only take one chamber into consideration, the length is about 300 yards.

1002. (*Mr. Jenkins.*) Has there been a great improvement at the quarry during your time?—Yes, there has, of late years.

1003. Can you tell us what the general custom was when anything came down in years gone by?—They used to try to look into the matter, but not with such care as is used now.

1004. Was it usual to raise ladders at that time?—Yes, it was, to a certain extent.

1005. Do you think that the present system has done much to prevent accidents; has the improvement which has taken place tended to reduce the number of accidents?—Yes, I believe it has.

1006. What is the opinion of the workmen in general on that point?—I believe they agree with me.

1007. You said a few minutes back that more care would be likely to prevent accidents; can you suggest anything on that point?—Only that the men should be more careful, and every danger should be removed while it is within the reach of the men, and someone should be present to see that the men do it.

1008. Is there a tendency among the men sometimes to leave loose things that are liable in time to become dangerous, and not take any notice of them?—Yes, they very often leave that sort of thing until some future time, and consequently it often escapes their attention altogether.

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1009. Could you suggest any means of remedying that state of things?—The only way would be to set someone in authority to look after such places.

1010. What do you mean by "one in authority"; do you mean one of the agents, or whom?—Yes, I think so. Of course they do as well as they can, but perhaps a little more might be done by going down with chains along the rocks, to see how the men work their bargains.

1011. Would you suggest that a man be kept for that purpose solely, and to see that the men are carrying out the instructions of the manager in every way?—I believe they might be more exact.

1012. (*Mr. Jones.*) Supposing you have four men looking after you, and a fifth were added, do you think the men would be more likely to obey the fifth than they are at present to obey the four?—Of course they are told now that they are to see that everything is safe.

1013. (*Mr. Jenkins.*) But there is a tendency in some of us not to do that unless we are looked after; would it tend to prevent such a thing if the men knew that someone would come after them to look at the pillars, and test them, and so on?—Yes, I believe so.

1014. (*Mr. Jones.*) Is it, or is it not, the duty of your present managers to look after the proper working of the pillars?—Yes, it is their duty certainly.

1015. (*Mr. Jenkins.*) Supposing there were two or three joints, one higher up than the others, and you blast the lower one, would there be any danger of the pillar "scribing," thereby causing a weakness which might cause trouble in the future?—Yes.

1016. That would be likely to lead to a "scribe" which would work mischief in the pillar?—Yes, it would.

1017. Do you think that that kind of thing is done in some cases at the present time?—I have seen signs of carelessness in that respect several times.

1018. I suppose you have had opportunities of seeing cases of this kind when examining with ladders?—Yes and with light as well.

1019. Upon whom would you put the responsibility of seeing that this danger is diminished?—It ought to be upon someone who has had experience in the work.

1020. Are you prepared to leave it with the men themselves?—I can only reply, as I have done already, that the tendency of the men is to pass it by.

1021. (*Mr. Evans.*) Although you do your best to make these roofs safe something does come down afterwards, I suppose?—Yes, but at our quarry we have been very fortunate. Nothing has come soon after we have been to examine a place.

1022. What you want to impress upon us is that the officials should be a little more careful in looking after the men and in seeing that they carry on their work properly, apart from any rules?—I do not say that they do not do their duty as far as they are able, but they cannot possibly be everywhere.

1023. Do you give us to understand that they have too much to do at present to attend to that?—I believe they have, or that is my experience at any rate.

1024. You believe they do as much as they can be expected to do?—Yes, they do everything that can be reasonably expected of any man.

1025. Do you think this is a matter which ought to have the special care of the management of a quarry?—Yes, I believe it ought to have more attention.

1026. (*Mr. Jones.*) Or that there should be a special man to attend to it?—Yes.

1027. (*Mr. Greaves.*) What do you mean that there should be a special man to see to what?—Just as he finishes one layer after another.

1028. At what intervals would that be?—Every year or so.

1029. Do you mean to say that the present staff of officials is not sufficient to visit the bargains once a year?—They go much oftener, but to go down with ropes to examine them is quite a different thing.

1030. But they have plenty of time to do it?—That is very doubtful.

1031. (*Mr. Jenkins.*) You said that only 1 in 20 of the men can go and work on the top of the ladders?—Yes.

1032. Could the number of men be increased by practice?—Yes, I believe so.

1033. (*Chairman.*) By beginning young?—Yes.

1034. Which is the easier, to rig up the ladder or to work on the top of it after it is rigged up?—Both are very difficult.

1035. Have you proper privies, or any privies at all at the quarry?—There are some outside, but none under-ground.

1036. How many are there outside?—I do not know the outside so well.

1037. And what is the practice of the men inside?—They go out as a rule, but we cannot reach there in time always.

1038. (*Mr. Greaves.*) Are you aware that there is any unwillingness on the part of the quarrymen generally to appear before this Committee for fear of incurring the displeasure of the managers, agents, or owners?—No, I am not.

1039. Are you aware that the quarry is being worked under special rules?—Yes.

1040. Are those special rules fully observed and carried out by both men and managers?—We aim at that, but I do not know whether we have reached perfection yet.

1041. But everybody does his best to carry them out?—Yes.

1042. And if they are carried out do you consider that all is done that can be done to insure the safety of the men?—Yes, I believe so.

1043. Do the officials always attend to any complaints that may be made from time to time with reference to any defect either in the rock or in the machinery?—Yes, at once.

1044. Do you consider that proper supervision is provided by the present staff?—I have already suggested that it is possible they might be a little more careful with dangerous places.

1045. (*Mr. Jones.*) In addition to falls, you mentioned that accidents occurred through explosives and on the inclines?—Yes.

1046. (*Mr. Evans.*) Are the pillars kept in their proper width?—I cannot tell. I am not in the habit of measuring them.

1047. Are you aware that some of them are made too thin?—I believe there is more care taken at present. Some of them are very narrow. I do not know what the right thickness is.

THIRD DAY.

At the Cocoa Rooms, Blaenau Festiniog, 20th December 1893.

PRESENT:

DR. C. LE NEVE FOSTER IN THE CHAIR.

MR. J. E. GREAVES, J.P.
MR. E. PARRY JONES, J.P.
MR. J. J. EVANS, F.G.S.
MR. JOHN JENKINS.

Dr. R. Roberts

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DR. ROBERT ROBERTS, J.P., Isallt, Blaenau Festiniog, examined.

1048. (*Chairman.*) You are a doctor of medicine?—I am a physician and surgeon, but not an M.D.

1049. And you have been practising here for a great many years?—Yes.

1050. Since when have you been in practice here?—I commenced to practise here in 1862, so that I have been here for 31 years.

1051. You have been at Blaenau Festiniog, during the whole of that time?—Yes; in fact I have been here all my lifetime. I was apprenticed here first of all, and I have been in practice as a qualified medical man for 31 years.

1052. Can you tell us what, in your opinion, are the principal dangers to health, life, and limb entailed by the occupation of the quarryman of this district?—The occupation of a Festiniog quarryman must be classed among the "dust-inhaling" occupations. I contend it may be fairly inferred that this inhalation of dust, smoke, and the products of explosives underground, together with the natural dampness and coldness of the slate rock itself, with which he (the quarryman) is in continual contact, must have a deleterious effect upon his health.

The finest particles of slate dust, under a ¼-inch objective, are angular, and one would suppose they would give rise to irritation and cough when inhaled deeply into the air passages; but from my experience and the testimony of the workmen, even the youths, it does not do so to any appreciable extent, which may be accounted for by its comparative softness and the ease with which it mixes up with the natural secretions of the air passages to form a clayey pulp favourable for expulsion.

The irritating quality of the different kinds of dust is estimated by the amount of free siliceous matter they contain, and in the Festiniog slate, which is manufactured for roofing purposes, I do not think there is any free quartz. Nevertheless, many of the men employed complain of lassitude and thirst, and it is hard to know what gives rise to these sensations unless it is the extent to which they have to depart from normal hygienic conditions in the performance of their work. The atmosphere in which the Festiniog quarryman lives during working hours one may say is generally clouded with dust.

In the year 1890 I wrote a paper on "Slate-quarrying as a dust-inhaling occupation." The only figures I could then get were that among an average of 3,500 quarrymen over 14 years of age, there had been, during a period of 10 years, 102 deaths from phthisis. The deaths were classified under three headings, viz., slate quarrier, slate miner, and slate labourer, and the figures showed that out of the 102 deaths, 53 were slate quarriers, 29 slate miners, and 14 slate labourers; and the question which suggested itself to me was whether it was a fact that 50 per cent. of these deaths from phthisis were among the slate quarriers (working at the mills) as against the slate miners (underground) and labourers combined. On subsequent investigation I discovered that this classification could not be absolutely relied on, although it was a correct copy from the registrar's books, and I have reason to believe that the registrars of the district do not, even to this day, classify the deaths with the required accuracy, because about 50 per cent. of the slate quarriers still appear on the register as dying from phthisis as against the miners and labourers combined, and the question still remains to be asked—is it a fact?

My object when writing that paper was simply to compare the death rate *from phthisis alone* among the different sections of the men employed in the quarries as such, and not to compare the death-rate of quarrymen with those not engaged in the quarries; and before we arrive at figures which can be of any value in this respect we should have the different classes of men employed in the quarries properly defined and classified and registered accordingly, and also, with the view of ascertaining the amount of current diseases of the respiratory organs among the quarrymen, the medical men should keep a record.

I think that, next to indigestion (which is not of necessity incidental to the quarryman's occupation), rheumatism is the most common complaint he suffers from, *e.g.*, lumbago, stitches, and muscular pains, caused, I presume, by a combination of circumstances, viscissitudes of the weather, perspiring, living in draughts of cold air, and by the natural dampness and coldness of the slate rock as compared with the sandstone or igneous rock. Miners who have had experience of working both kinds of rocks say they cannot sit or lie with the same impunity on a slab of slate as they could on a block of granite or sandstone without suffering a chill.

The fitful nature of the quarryman's work renders him peculiarly liable to chills and their consequences which will produce the next numerous and the most serious and fatal class of diseases, viz., pneumonia, (inflammation of the lungs), bronchitis, pleurisy, and the usual pulmonary affections, including phthisis and its varieties, but I may say I never had the opportunity of making or learning by a post-mortem examination that any of the Festiniog quarrymen died of a silicosed (or stonemason's) lung, although I entertain a strong opinion such must have happened and will happen.

In addition to the above-mentioned circumstances, and which are to a certain extent inseparable from the quarryman's occupation, there are others which increase the amount of illness and the number of deaths, and against which (humanly speaking) he could to a great extent protect himself; for instance, the great amount of wet, which owing to the configuration of our locality as well as its altitude, he has to contend with. This calls upon him to provide himself with proper clothing for going to and returning from his work, and it would be very desirable, if practicable, to make some arrangements whereby the men may dry their clothes at the quarry. I may also add that the nature of their occupation, as I have described it, is such as calls upon them to wear suitable flannel underclothing. I believe this is pretty generally the case, but the bulk of the men are in the bad habit of wearing their flannel (and many sleep in them) unchanged either night or day for too long a period. A fortnight, I understand, is the rule, but some wear the same flannel unchanged for even a longer period than that, a month, and consequently deprive themselves of the non-conducting property and protective warmth of the flannel.

The slate quarryman, who of necessity must have his whole apparel saturated with the different kinds of dust floating about him, has his skin also covered by the same, and he ought to have a thorough wash every evening and change his clothing, so that he may have his day clothes dried, well aired, and brushed to put on again in the morning. From a sanitary point of view he needs it as much as the collier, who enters his tub every evening on returning from work. The quarryman who neglects proper ablutions has a fine layer of clay on his skin, but not so conspicuous in colour of course as that of the colliers. Ablutions are sadly neglected, and it is to be deplored that we have no public baths erected in such a populous district, and one which, from the nature of the occupation of its inhabitants, has a special claim to it.

It is also very desirable that the railway companies should make the best possible arrangements and accommodation, so as not to keep the men waiting unnecessarily at the stations in all kinds of weather; and I think it will become a question in the near future whether disease and death will not be perceptibly increased among the quarrymen as the result of the extra time and excessively long hours those residing outside the district, and travelling home and from home daily in the trains, must spend at the expense of the hours of rest so necessary to them, and which they would secure if they lived nearer the works.

As to the question of feeding, the Festiniog quarryman is open to the common reproach of drinking too much tea. No doubt he deserves it, but probably to no greater extent than his neighbours, and I believe there is too much truth in the charge that the older quarrymen have, by feeding themselves so exclusively on bread and butter and tea, spoiled their appetites for the more substantial kinds of food. But I do not think this applies so much to the rising quarryman, and judging from the amount of meat, vegetables, and condiments, &c. consumed weekly; and if all be properly utilised (I say this because I fear there is a great want of domestic thrift and economy) I do not think the quarryman lives so niggardly as he is represented to do.

As the men cannot as a rule go home for a mid-day meal, nor can they in many cases all meet in one eating-house, owing to the area over which they are scattered in the quarry, it seems to me that a substantial sandwich, with a cup of tea *properly prepared*, would form a refreshing mid-day meal, provided the men have a dinner when they return home in the evening, and have time to rest after it.

The housing of the quarrymen is upon the whole satisfactory, but the subsoil being generally composed of clay and peat, and the dip of the strata upon which most of the houses are built at Blaenau Festiniog being in opposite directions to the dip of the natural drainage, I conclude the foundations must be damp, a circumstance which is now generally considered a factor in the production of consumption and other diseases. I only know of two or three houses in our

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locality having any pretence of having adopted damp courses.

The introduction of milk to Festiniog from a distance has produced a great improvement, I believe, in the health, especially of the children, and I believe Festiniog will compare favourably as regards the number of persons suffering from diseases of poverty and neglect, such as scrofula, rickets, skin diseases, &c., with most other places of equal population in the kingdom. No doubt the cheap provision which the Festiniog quarrymen have for medical attendance upon themselves and families will, in a great measure, account for this.

I understand the bulk of the excreta of the men is deposited in the quarries, and not at home, and this of necessity should call forth proper accommodation where it does not exist, and some means of compelling the men to use the same where it does exist. From the want of this, the air in the underground chambers may become vitiated, and the water draining from the excreta may pass through rubbish heaps and crevices and appear drinkable to the men, whereas it may really be polluted with sewage.

I may here mention that the men complain of more inconvenience from the dust in summer and dry weather. Many are thirsty, and it is highly important that a good supply of pure water should be within easy reach; and to minimise the quantity of dust which is much felt in dry weather but hardly perceptible in damp weather, I would suggest that a very fine spray be brought to play occasionally, so as to imitate the natural moisture of the atmosphere. At the same time, the spray should not be so great as to make the men's surroundings damp and disagreeable. Respirators and an artificial moustache and beard might be used. Periodical sweepings might also be suggested, but I believe valid objections can be brought against these and many other plans which might be suggested.

I do not believe a complaint can be made of want of ventilation in the mills, nor, under ordinary circumstances, in the chambers and levels; there being in the mills superabundant breathing space, an average of 5,000 cubic feet per man. In fact, the danger seems to arise from too strong currents of air to raise the dust and cause chills than from want of fresh air, and I think the most satisfactory state of things would be to have the ventilation as diffused as possible.

As regards the accidents, they have been materially reduced since the introduction of the Mines Regulations Acts. I may say that the accidents from falling from floor to floor have been practically abolished, and accidents from explosives have been materially reduced from what they used to be.

The chief accidents in years gone by were from falling from floor to floor, blasting, and persons being struck by stones thrown by the blast, "*lwmp oddiwrth y fire*," as it used to be called.

The graver kinds of accidents now are fractures of the limbs (especially thighs and legs) and general bodily injuries from the sudden slipping of rock down the forebreast of the bargains, and an occasional head wound and fracture of skull from falls from roof and pillars. The fact of the men working in underground chambers, which are practically dark, does naturally increase the chances of these accidents occurring.

Blows from the crane handles are still prevalent, as well as injuries to the fingers from the crane wheels and pinions, and the underground men are more liable to these accidents.

As to the slatemakers, and considering they do their work mostly by machinery, I contend the number of accidents is comparatively small; they are mostly of a slight nature, such as cuts and bruises and an occasional serious accident to the hand from the knife of the dressing machine, and also from the slate saw.

Respecting the treatment of injured men at the quarry before medical aid can be procured, this is of vital importance, especially as to the stoppage of bleeding, and the binding and supporting of fractures for and during transit. I am of opinion that the prescribed course of lectures by the St. John Ambulance Association, although most excellent, is rather too extensive to be taken up by the men generally, and I would gladly do my best to instruct them how to render "first aid" for the injuries which most commonly befall their fellow workmen. I think the men ought to avail themselves more than they do of the hospital accommodation and trained nursing that is provided for them, and I am sorry to say that only two of the Festiniog quarries (Oakeley's and Greaves') have such accommodation for their injured men.

The points I have referred to are those which strike me as being most deserving of attention, but I shall be pleased to answer any questions the members of the Committee may wish to put to me.

1053. (*Chairman.*) From your remarks I gather there is a want of knowledge of hygiene amongst the people?—Yes.

1054. For instance, if a man wears his shirt for a fortnight or a month he is not likely to be as healthy as if he changed it at shorter intervals?—No, certainly not.

1055. And that is one important point for the men to bear in mind?—I should think so. I know their habit is as I have stated, and they are very conservative about it. I have frequently been told that their practice is as I have just described, and I have been speaking often to many of them about it.

1056. May that not be due to a want of knowledge on the part of the mothers in bringing up their children?—It is owing to the want of attention to the ordinary rules of hygiene.

1057. There is one thing that you have not referred to; what is your opinion as to the barrack accommodation provided at certain quarries for the men?—I cannot say that I have visited the quarry barracks during the last few years, so I cannot speak from experience on that subject.

1058. Have you visited the barracks in the village?—Yes, I have visited two or three.

1059. And what is your opinion of those you have seen?—I think they are close, and they are invariably over-crowded.

1060. Are they barracks belonging to the quarry-owners, or do they belong to private owners?—They belong to private persons. I am not aware that there are any belonging to the quarry-owners in the neighbourhood, except on the quarry premises.

1061. You spoke about the medical attendance being provided cheaply to the quarryman and his family?—Yes.

1062. Would you mind telling us how that is done?—The arrangement is that the workman himself and his wife and children under 16 years of age, which practically means the whole of his family, shall be attended for a shilling a month. In Carnarvonshire it is different. I know that at Bethesda and Llanberis they have no provision for medical attendance upon the families of the quarrymen. The men pay so much a month there, and they alone receive medical attendance for that payment.

1063. Are we to understand that the maximum sum a quarryman at Festiniog would have to pay for medical attendance for himself and his wife and his children under 16 years of age would be 13*s.* a year?—Yes, that is so.

1064. Is there any inconvenience or danger in the delay in getting a medical man in some out-of-the-way places, and could that be remedied in any way by communication by telephone from the quarries?—Our district here is such that the bulk of our work is within a radius of 2 miles or so.

1065. I was thinking of an accident that happened lately at Rhosydd quarry, where it struck me that time might have been saved if there had been communication by telephone between the quarry and the village, but I suppose that kind of thing only happens rarely?—I could not point to any particular case where there was, but certainly the sooner the doctor hears of what he has to do the better. It would of course be very advantageous for him to attend as soon as possible.

1066. You have spoken about ambulance classes for the men; do you think it would be advantageous to have nursing classes for the wives and daughters?—In my opinion nursing is very backward in this district. We have a dearth of nurses here. They have no trained knowledge, it is done by rule of thumb and instinct, and they are very backward in that respect.

1067. Would it not be advantageous if nursing classes were established among the female population?—It would, most decidedly.

1068. And would it be advantageous if cookery were learnt more?—Yes.

1069. I believe there are cooking classes, but would it be advantageous if more interest were taken in those classes?—I have referred to that in the statement I

made, because I believe there is great want of domestic thrift and economy in the district, and that there has not been sufficient support given in the neighbourhood to such classes. For instance, Mrs. Greaves did a good deal in that direction some years ago, and she would no doubt have done a great deal more, if what she proposed had been responded to, as I consider it ought to have been. Even now, from what I hear, I doubt very much whether the cookery classes under the County Council are having the support they ought to have.

1070. With regard to the want of thrift, do you think that the quarryman is a thrifty man or otherwise?—As regards the quarrymen as a class, I believe they are thrifty, steady, and industrious.

1071. What about their wives and daughters?—I believe there is a defect there to some extent.

1072. Do the quarrymen's wives and daughters spend too much money upon dress—spend money upon dress which ought to go into the husband's stomach?—I believe that the great curse of the day is that so many cheap articles of apparel are sold, and that the quarryman's money goes a good deal in that way. Such articles have to be bought often, instead of buying one good article that would last.

1073. I am not throwing stones at the quarryman specially, but it is a fault that one meets with in all classes; is it apparent in the quarryman's family?—With regard to that, I cannot say that they are particularly extravagant, but I am sure I could myself prescribe more useful clothing if I were asked.

1074. What clothing would you advise for them?—Flannel; I would require all to wear flannel, and woollen and ordinary cloth goods. I would not go in so much for fineries.

1075. (*Mr. Greaves.*) You have referred to the dust in the mills as being injurious to the quarrymen, and calculated in some measure to affect their lungs?—I stated that I believe it to be deleterious to their general health.

1076. Can you instance any particular case in which such an effect is positively traceable to that cause?—No, I think I have stated that I never had such a case. It cannot be proved absolutely without a post-mortem examination of the lung, and I have never known of a case where that has been done with that view in our neighbourhood, but I have a strong opinion that such cases do happen.

1077. Do you remember the old sheds on the bank?—Yes.

1078. Which are preferable—those old sheds or the mills at present in use?—From what I have been told the old sheds did not contain quite as much dust as the mills, but I do not think there is much difference myself.

1079. The old sheds were more draughty?—They used to have them closed at both ends, and not open as in Carnarvonshire, and they closed them at either end just as the direction of the wind happened to be. The dust used to be considerable.

1080. The dust was considerable even then?—Yes, and I have been told that you could not find any difference between the amount of dust in the mills at present and in the old sheds.

1081. You made reference to the St. John Ambulance Association; have you spoken to any of the men with regard to the "first aid" instruction which you said you would give to them?—Yes, and I delivered a course of lectures some years ago, and I had the pleasure of learning from Dr. Hughes, the examiner, that 30 of the pupils passed out of a total of 33.

1082. There have not been lectures given regularly?—Dr. Jones, my partner, gave lectures as well, and also my brother at Festiniog, but that was mostly in connexion with the railway men rather than with the quarrymen. There has been no application from the men themselves for us to deliver lectures to them. Of course, if we had known there was a desire for them, we should have arranged for a course of lectures.

1083. Have you been asked to deliver lectures by the owners?—No, we have not. My impression is that the present course of lectures as prescribed by the St. John Ambulance Association is too extensive, and that it would be better if we were to give a lecture now and then, say, upon the stoppage of bleeding and the mode of bandaging, and the way to put up a fractured limb or any injury of that kind that would require support. These are really the chief things that a quarryman has to contend with, and he ought to be as thoroughly trained in those matters as possible. I remember when the first course of ambulance lectures were given, when we gave the men full instructions and they were put through everything as regards bandages and splints and so on. Afterwards, when a man had a cut, say, on the back of his hand he would come to you with his hand bandaged on a splint. The thing was overdone, showing that the men misjudged the occasions for using those things.

1084. Then they erred in the right direction?—Yes; some carried it too far, which tended to bring the whole thing into disrepute.

1085. (*Mr. Greaves.*) There is no doubt it would be an immense benefit to the district if the lectures were better organised?—Yes, it would undoubtedly, and I should always give it my best support, and do all I could.

1086. (*Mr. Jones.*) I should like you to explain a little more fully than you have done the present system of medical attendance. You say that the system of medical attendance is advantageous to the men, but to my mind you have not quite cleared the matter up?—In this way: there is no tendency amongst the quarrymen to delay calling in the doctor, and every illness in the family is seen to at the commencement.

1087. Then they do not let their illness go too far, and you think they run to you rather too soon?—Yes, I believe that thoroughly. I believe we do a tremendous amount of overwork that we would not have to do on a different system, but of course that is to the advantage of the quarryman. I mention it, but of course I do not complain of it.

1088. So really there is an advantage there to the working man?—Yes, and I may say more. I kept an account some years ago, which meant a considerable amount of trouble and expense, as I had to get assistance for the purpose. I had books prepared with the name and residence of every quarryman, name of wife, and number of children and so on, and the illness for which any of them were attended, and I found that 75 per cent. of our work as medical men in Festiniog was in connexion with the women and children. That shows that the families get the bulk of the medical attendance, and that the men really do not require more than 25 per cent. of our attention.

1089. Was it you that attended to Evan W. Roberts, at the Votty and Bowydd Quarry?—No, it was not.

1090. (*Mr. Evans.*) Do you say that you attend to the whole of a quarryman's family for 13*s.* per annum?—Yes, we do, that is to say, the quarryman, his wife, and all children under 16 years of age.

1091. Do the men get any relief when they are ill from any source by paying that money; do they receive any weekly allowance?—No, not out of that 13*s.* per annum. That is exclusively for the medical men.

1092. Have the men clubs generally to depend upon when they are ill?—Yes, they have, and many of them have three clubs. In most of the quarries there is a sick and accident fund, and the men receive 6*s.* and 7*s.* a week. Many of the men, in addition to that, are either Oddfellows or Foresters or Rechabites, and many of them insure as well. Many of the men, when they are disabled, get from 17*s.* to 18*s.* and even 1*l.* a week.

1093. From the general surroundings of a quarryman's occupation do you think that if a post-mortem examination were made of the lung of a quarryman you would find it affected by the slate dust; is that your impression at present?—Not upon every lung, but there are some cases which I have met with in which I should say "I believe if I could see that man's lung I should "find evidence of the effect of dust upon it," but I have never had the chance of making an examination of that kind.

1094. Do you say that science would be assisted if you could make a post-mortem examination of the lung of a quarryman who had been suffering from phthisis?—Certainly, and I should like to see the prejudice against post-mortems done away with generally.

1095. Do you consider it most important that a post-mortem should be made?—It is as important as this, that it is through the practical knowledge gained through post-mortem examinations that our profession has gained the information it has. Pathology is the basis of the practical knowledge we have gained.

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1096. I think you said the principal cause of accidents to the quarrymen now is the slipping down of pieces of rock?—Yes, that is so, something on the forebreast of the rock. Our slate beds in Festiniog dip at an angle of 30° or 40° or 50°, and any stone getting loose is bound to come down with great force.

1097. And from your experience you think that is the principal cause of accidents?—Yes, speaking generally, that is so, as regards fractures and general injuries of that kind.

1098. And I believe that is called "a fall of ground" generally, is it not?—Yes, I believe it is, a slipping of blocks along the forebreast in contradistinction to falls from the roof.

1099. I do not think they are so distinguished in our tables?—We distinguish them in that way.

1100. (*Mr. Jenkins.*) Is there any doubt whatever about the unhealthiness of all dust-inhaling occupations?—No, there is not.

1101. Therefore you do not require a post-mortem examination to prove that fact?—You mean that fact alone?

1102. Yes, that all dust-inhaling is unhealthy, and produces phthisis?—No, certainly not, from a general health point of view; but you must have a post-mortem to prove that a man has died from any particular disease through the effects of dust—say phthisis. In the case of stonemasons they have found evidence of the presence of stone-dust in the lung. I have got a section of a stonemason's lung here now.

1103. Do you contend that it is possible for the dust not to go to the lung if it is inhaled?—Yes, I do, as regards the Festiniog slate. I have already said that the irritating quality of dust depends upon the amount of silicious particles in the dust. Of course you have it in the granites, whereas in the Festiniog slate quarries, as they work them for roofing purposes, it is otherwise.

1104. Therefore you rather disagree with the quotation you gave in the paper you read some time ago, in which you mentioned that Dr. Alridge states that even the particles of flour will mix with the moisture in the bronchial tubes, and form a sort of clay, and therefore clog instead of injuring the tubes and develop *emphysema*?—No, I refer now particularly to phthisis; but as regards slate dust I have been writing to Dr. Arlidge that I class the slate quarrymen in the same class as the miller. I regard the action of slate dust as resembling that of flour, in the absence of silicious particles. At the same time I believe there are cases in which slate dust gets into the lung, if we had only the opportunity of proving it.

1105. But the mortality from slate and stone dust is considerably higher than it is from flour?—Yes, but I think if you take Dr. Ogle's figures he includes masons, who work in hard stone, such as granite and sandstone, which latter is nearly all quartz.

1106. Does Dr. Ogle include pneumonia in the diseases of the respiratory organs?—Yes; it is eminently so.

1107. And pneumonia is very prevalent here?—Yes, it is.

1108. Is it more prevalent than any other disease?—It is amongst the quarrymen.

1109. Is there any danger of the irritation produced by the inhaling of slate-dust developing into pneumonia?—No, not into pneumonia, as I suppose you are now thinking of. If you are thinking of the disease we call pneumonia, we look upon it as a kind of fever, or blood-poisoning. The irritation sets up a kind of chronic inflammation leading to phthisis, and not to pneumonia as a fever.

1110. To inflammation of the lungs?—We look upon that as a fever, like scarlet fever. The man takes a chill, and the blood gets into a poisoned state, and we regard it as a fever, the same as scarlet fever or measles.

1111. And it always requires a chill before it sets in?—Yes, we always inquire whether there has been a chill, and almost always find it in such cases. When the silicious particles get into the lung they remain there and cause irritation. This sets up a kind of local inflammation to start with, a state of slow inflammation of the lungs, which develops ultimately into what we call the fibroid phthisis, which is peculiarly the state of the ungs of those who die from phthisis produced by the nhalation of dust.

1112. Have you taken any special notice of the miners as a class; do you know their mode of working underground, and do they suffer a great deal from inhaling dust?—I think I remarked in a paper of mine which appeared in the *Geninen* that we see comparatively few cases of emphysema or the miner's asthma among our quarrymen. We find very few cases here compared with other mines where the men work in harder rock.

1113. What is your experience of the healthiness or unhealthiness of the occupation of the slate quarryman compared with that of the agricultural labourer?—I have no figures to go by, as I have not gone into statistics on that point, but I think I should prefer being an agricultural labourer myself.

1114. Then you think it a healthier occupation?—Judging from the surroundings of the agricultural labourer and the chance he has of getting a more substantial diet than the quarryman, one would expect him to be healthier, but of course he has his drawbacks such as long hours and so on.

1115. Have you ever noticed any of those agricultural labourers after they have come to work at the quarries; what would be the effect upon them of working for some time underground or in the mills?—I think they generally lose their colour in a year or two. We do not meet with very many people in Festiniog who are what we call robust and plethoric—men who are full of blood and who require bleeding when they are taken ill. As a rule, the diseases assume a low type requiring stimulants.

1116. I think you suggested in your statement that a good meal after the quarrymen return home in the evening would be better than a good meal at mid-day in the quarry?—Yes, under the circumstances in which the quarrymen are placed. It is generally the case that they cannot have a proper mid-day meal at the quarry.

1117. A cup of tea would do very well at mid-day, provided it is well made?—Yes, it ought to be made properly. It should not be infused for more than five minutes. By the present mode of preparing it, it loses its volatile oil and its stimulating property.

1118. Would the rule as to the five minutes apply if you were to make a kettle full of it?—It would not make any difference at all, no matter how much you make.

1119. Would it infuse in the same time, no matter how large the quantity?—Yes, exactly the same. I believe that tea ought only to be infused for five minutes, and that it ought afterwards to be drunk there and then. It is not only a stimulant but a nutrient, and it retards the waste of the tissues of the body.

1120. In your opinion, does it make any difference whether he takes a good meal after getting home or at mid-day?—I would prefer a good meal after reaching home in the evening, rather than take it at the quarry at mid-day under the present conditions. The quarryman has time to eat it properly in the evening and to take a rest afterwards, instead of eating it in a hurry, as he would have to do at the quarry, and go to work immediately afterwards. When the men do take a meal of that kind after reaching home they ought to rest a bit, and not rush off, as too many of them do, to a committee or meeting of some kind.

1121. (*Chairman.*) You say that pneumonia may be regarded as a kind of fever—that it is a specific poison; is that so?—Yes.

1122. Is there a germ?—Yes, there is.

1123. Is the germ supposed to be brought by any winds, or how?—It is just the same as the germ of influenza, and other infectious diseases, but some suppose the pneumonia bacillus, together with others of the same nature, live in the air-passages and acquire a special vitality during pneumonia. My partner, Dr. Jones, wrote his M.D. thesis on "Contagious pneumonia," and we have had epidemics of pneumonia in Festiniog which were contagious in the same way as influenza. There is supposed to be a pneumonia bacillus.

1124. Could the quarryman preserve himself to a certain extent against the ill effects of dust by keeping his mouth shut and breathing through the nose?—Certainly. The nose, I should think, has been intended by nature for use in that way.

1125. (*Mr. Greaves.*) As a natural filter?—Yes.

1126. With regard to the question of dust, which do you think the most injurious, the slate dust met with

in the slate quarries, or the dust met with by the wayfarer in the streets of a large city?—That is a matter of the continuance of the dust. The quarryman is continually inhaling it.

1127. But there are continual wayfarers?—Yes, quite so, but you do not always get dust in that way. The ventilation in the mills is, of course, ample, but still they are always in dust there, and you do not meet with that state of things in the streets.

1128. But what about the quality of the dust?—I would rather have the slate dust than the road dust, provided I had equal quantities of both and that I had it for the same space of time.

1129. (*Mr. Jones.*) Can you tell the Committee the difference between the slate rock and, say, the granite, or any other rock?—It is just the same as in the case of iron and wood, and so on. They all have their average temperature.

1130. But with regard to dampness, the quantity of water in the slate rock compared with the others. Have you made any calculation on that point?—No, I have not; but if you sit on a piece of slate rock you will see the dampness around you on the slate, created possibly by the condensation of the perspiration by the coldness of the slate.

1131. And I suppose you consider that underground workings are more liable to damp than open workings; you would be more liable to get damp there, by droppings, or in some other way, than in the open quarry?—Certainly. We often see that the chambers have a good deal of moisture at certain times. They are often actually bedewed with moisture.

1132. You do not know that the slate rock, for instance, is three times as damp as granite?—It may be, but I cannot speak as to that. There is one point with regard to phthisis which I would like to mention. The fact of less phthisis prevailing among quarrymen may be due to their being picked men, and also to their being, as a class, sober. It is the exception for any of them to die from disease produced by alcohol. We find there is a great deal of recuperative power amongst the quarrymen, because they are generally a healthy and an abstemious class of men; but, speaking of them generally, they are slightly below par. The rate of mortality may not be higher among the quarrymen than among any set of men of equal number, but the fact remains that only 102 deaths from phthisis in quarrymen were registered for the 10 years from 1876 to 1885, and 73 deaths from the same cause during the last 10 years, thus showing a decrease of 29 cases.

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1133. (*Mr. Evans.*) If there are any deaths amongst the quarrymen from the inhalation of dust, are they included in the number you have given us?—In regard to the respiratory diseases, I calculate that 50 per cent. of all the diseases we have to attend to are diseases of the respiratory organs.

1134. And if there are any cases the same as the miller, they are included in your account?—Yes, they are included in that.

1135. So the diseases of the respiratory organs are not outside your calculation?—No, they are not. The constant inhalation of dust causes a mechanical obstruction, and entails an extra amount of work upon the mucous membrane of the bronchial tubes in casting it out. If the particles enter the lung, there is no doubt they make it more susceptible to local inflammation, and although one cannot bring conclusive evidence of the direct effect of the inhalation of dust upon the lungs, it may safely be inferred that it contributes to bring on diseases of the respiratory organs.

1136. Do you include quarrymen of all ages in the figures you have given?—All over 14 years of age.

1137. They do not begin now much under 14, do they?—I think that there are only about 70 boys admitted annually to the quarries under that age at the present time. I am certifying surgeon for the quarries, and I do not pass them unless they are up to the mark. I have from time to time refused to certify many boys, and have recommended them to go to other occupations, because I thought they would not be strong enough for the quarries.

1138. Have you any account made as to those outside the quarries who have died of consumption?—No, I have left that to my partner, Dr. Jones. I must look to him as an expert in such matters, and one who is well qualified to prepare statistics on the subject.

1139. You have compared the dust of the slate mill to the dust of a flour mill. Is the dust in a slate mill anything like that of the flour mill; is the flour mill not very much dustier?—Yes, but the dust is finer and less irritating.

1140. But with regard to the quantity, are not the number of particles floating about in the air in the flour mill very much greater than the number of particles in a slate mill?—Yes, one would suppose so owing to the comparative fineness of the flour dust. I should think the coal mine dust would be more like the flour dust than the slate dust is. The slate dust is coarser than the other two.

1141. Being of a harder material?—Yes, I should think so.

Mr. William Cadwaladr Williams examined.

Mr. W. C. Williams.

1142. (*Chairman.*) Where do you live?—I live at 16, Newmarket Square, Blaenau Festiniog, since last Monday, and I lived at Beudy Mawr before that.

1143. What is your occupation?—I am a rockman at present, but I have also worked as a slate maker.

1144. How long have you worked underground?—For over 40 years.

1145. Have you worked underground during the whole of that time?—For a part of the time I worked above ground on the rock.

1146. How many years have you worked underground?—For about 35 years perhaps.

1147. At what quarries have you been working?—At the Oakeley Upper quarry, the Cwmorthin, and at the Wrysgan. I have worked at the Oakeley Upper quarry most of that time.

1148. And are you working there at the present time?—Yes.

1149. Can you give us any suggestions for ensuring the safety of the workman, or rendering him less liable to disease?—I have not thought of anything in particular. A great many improvements have been carried out of late years, and during my time things have changed a good deal for the better. There are men who have greater ability and more leisure than I have to consider these matters, and suggest further improvements, but I am prepared to answer any questions.

1150. What do you think are the accidents that have to be guarded against mostly?—I do not know, I am sure. I find that accidents occur frequently in every occupation at the quarries, and I am not in a position to say which is the most frequent class of accidents.

1151. Do you think the quarries are getting more dangerous as they get deeper?—I believe they do, as the earth, like everything else, suffers from the effects of damp. When you open a top floor, and go down to another floor, the water percolates and makes the top more liable to fall.

1152. Do you think the rocks in the lower levels are less firm and solid than in the levels above?—No, they are more solid. The rock becomes more solid the deeper you get into the earth.

1153. Do you think that any of the pillars are being cut away improperly now, and left too thin?—I am not aware that anything of that kind is being done. I have not thought of looking into that matter. My belief is that everyone at the quarries does his best to ensure the safety of the men. Of course, I can only speak with regard to the quarry I am working at. I have not been round the other quarries at all.

1154. What about the privy accommodation at the quarries, is it sufficient?—There are some privies at our quarry, but only a few.

1155. Is there any accommodation of that kind underground?—No, there are only the places that have been worked out. We generally go to these places and use them as privies.

1156. You generally go out, do you?—Yes, we do.

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1157. Have you found the air of the underground chambers rendered impure, or have you noticed any smells arising from these places that you go to, or that some of the men go to?—It must be a nuisance to those who are near it. That is a well-known fact.

1158. (*Mr. Greaves.*) Are you aware that there are special rules in force at the quarry you work at?—Yes, there are.

1159. And have you ever read those rules?—Yes, and I have had a Welsh copy of the rules in my pocket these last days. I should like to say, with regard to these rules, that we consider them too stringent in some respects. I have worked so many years without them that it is almost impossible for me to keep to them, I consider that they are too exacting, and that it is very difficult to observe them in all particulars.

1160. If those special rules are carried out, do you consider that all would have been done that could be done to ensure the safety of the men?—I cannot think of anything better myself. I do not know whether it is right to fine us for not carrying out all the rules in their strictness. I do not think the agents ought to be so very exacting, and fine us for not observing all the rules. Is it not possible for us to avoid going under some of these rules?

1161. In the event of any machinery being out of order, or any rock becoming dangerous, do you immediately communicate with the officials of the quarry, and inform them of the defect?—Yes, we do that at once. I consider that unless we tell them we are not in our proper senses. I myself would not think of working under what is dangerous, and I have never seen anyone who expected me to do so.

1162. And do the officials always attend to your complaints when you do make them, and remedy what is defective?—Yes, that is how I have always found them. They are very willing to attend to anything to which we call their attention, and they always warn us that we are not to remain at our work if we think there is any danger. That has been my experience, and I believe it is the same in the case of the other men.

1163. As far as you can judge, is there at the present time proper supervision by the officials in the quarries?—Yes, as far as I can see, there is.

1164. (*Mr. Jones.*) Would you like these special rules to be revised?—There are some rules that I should like to see altered. There are some of them that we cannot possibly adhere to.

1165. Will you name one of them?—One of them is the rule as to the wooden rammer. If we do not use that we are liable to be prosecuted, that is, unless we use it for the first, second, and third layers of tamping. We do not require more than half an inch of tamping, because if we have more we shall spoil the block, and I do not consider that they ought to punish us in any way for not adhering to a rule of that kind which cannot be reasonably carried out. We ought to be allowed to disregard a rule of that kind.

1166. What other rule have you to complain of?—There is a rule as to the powder. An artificial light is to be placed at least 10 feet from the chest in which the powder is being kept, and that is a rule we are apt to break every day. I consider that we are in greater danger in other respects than we are when we break that rule. We pour the powder into the bugle, and take a candle with us, and we must place that candle within an inch or two from the hole into which we have to put the powder. I consider that a much more dangerous practice than the other.

1167. (*Chairman.*) Are you not allowed by the rule to put a light inside a lantern within less than 10 feet from the powder chest?—Yes, we have that permission. I do not remember what the specified distance is for the lantern, and the lantern must be closed.

1168. (*Mr. Jones.*) Why do you complain of a closed lantern?—It is sometimes very difficult for you to see clearly with the lantern, I find it is not easy to see with the lantern, especially for those who are getting old.

1169. Can you always see into the bottom of your chest when you have a lamp, or a candle in the lantern?—Yes, I can.

1170. You do not find any difficulty in seeing into the chest with your lantern?—No, we can see all the chest with it.

1171. Can you refer to another rule that you object to, or that ought to be altered?—Yes, there is another. You take powder out of the chest and put it into your bugle. If I understand the rule properly, after you have finished blasting, and if there is any powder left in the bugle, you have to take it back to the chest, and you are not allowed to keep it in the bugle. If any powder is left in the bugle in that way, we are liable to a prosecution. We have to go down the fore-breast, and take back to the chest, which is a long way off, whatever powder we may have left, although we may have occasion to use it in a very short time afterwards. There is no permission to put the powder anywhere except in the chest.

1172. You mean the remainder of the 4 lbs. bugle?—Yes.

1173. Have you another rule that you would like to refer to?—I do not remember at the present moment.

1174. Do you complain of any rule being too loose, you have complained of three or four being too stringent?—No, I find them all too severe, as far as I am concerned.

1175. (*Mr. Evans.*) You have worked for 40 years in the quarry, on the rocks?—Yes, and more than that.

1176. You worked as a quarryman before that?—Yes, for some years before that. I do not remember how many. I have been working in a quarry altogether for 52 years.

1177. How soon after a man has been taken on as a rockman do you think he is able to take charge of a bargain?—I cannot say, some men learn three times as quickly as others. It depends entirely on a man's ability.

1178. I understand that a great many labourers are taken on as rockmen after being in the quarry for some time?—There are some who are taken on in that way, in fact a great many are taken on to work by the day.

1179. Do these men not make up a large proportion of the rockmen at present employed in the Festiniog quarries?—I do not think a large number are taken. First of all they have to be with the waggons for a long time, and they are able to become familiar with the work in that way. In my time many slate makers have gone to work on the rock, because rockmen are more scarce than slate makers. I could name dozens of them.

1180. Are these men put under the care of a practical rockman for some time afterwards, before they are allowed to take charge of a bargain?—Yes, they are, for a long time.

1181. For what length of time, as a rule?—For years in many cases; I have never known a case where they have been less than two or three years. Of course I am only speaking from my own experience, but I do not know of any who have been less than two or three years.

1182. Are you satisfied that there have been no accidents whatever in consequence of such men having been entrusted with work on the rock?—No, I do not say that. The man who is in charge sees to that, if he is any sort of a man at all. There is a bargain-taker for every bargain, and the care and responsibility are laid upon him chiefly.

1183. Do you consider that a bargain-taker is responsible for keeping his bargain in a safe state after taking it?—He ought to be, or he is a very foolish man if he does not, because something may come down upon him at any time.

1184. But does he see to that?—I do so at any rate. I order them to take down everything that is loose, and to test every piece of rock carefully when I think there is any danger.

1185. In that case do you expect the managers or agents to take any notice of your bargains in the course of the month?—They do so. I am engaged at the present time in cutting the side of the pillar, and one of the managers has been asking me if I had finished the work, in order that he might go and examine the place.

1186. Do you consider, then, that it is the duty of the officials as well as yourself to see that the rocks are kept in a safe condition?—Yes, very likely it is; but when they have let a bargain to me I do not want them to interfere with me in my work until I have finished my contract.

1187. You would rather be left alone until the next settling day?—Yes, until I see the necessity of asking for their assistance, however long that may be.

1188. (*Mr. Jenkins.*) With a few exceptions you consider these rules very proper, and you think they would do a great deal of good?—Yes, I do.

1189. As a matter of fact have they done much good?—Indeed I cannot say. I know of instances where accidents have happened owing to our taking a candle too near a powder-keg. Of course the further you keep a candle from it the safer it is.

1190. Would you prefer to put your candle 10 feet away from the chest rather than place it in a lantern, and take it close to the chest?—I often leave the candle at a distance of 10 feet. I prefer it there myself, and can pour out the powder better with the candle in that position, but as a rule I light a candle, and put it in the lantern, and put the lantern far enough away.

1191. Do you consider that the 61st rule, to which you have referred—the rule as to taking the remainder of the powder from the bugle and keeping it in the chest—is a rule which it is impossible to carry out?—No, I do not think it is impossible, in fact we have to carry it out now or be fined; but it causes us a great deal of trouble and inconvenience. We have to take it a long distance, from chamber to chamber, and it very often happens that we want to use it in a few minutes afterwards.

1192. Then you consider it a very impracticable rule?—I do not consider that it is of any use at all, and I should like to see it abolished.

1193. Do you say that these impracticable rules are generally carried out?—Indeed I do not know; I cannot say anything about that, but I know that many of the men are called to account for not keeping the rules. That sort of thing happens nearly every day, and that shows that the men do not like them.

1194. You have said that if these rules were carried out nothing else would be necessary. Do you believe that if other suggestions, that would be of advantage to the men, were made that they would not be acceptable to the men?—I cannot say anything as to that at present. I do not know what suggestions could be made at all. I have nothing to suggest myself, and I do not know what suggestions others may make. I cannot express an opinion upon them until I know what they are.

1195. What are the most prevalent accidents in the quarry at present, so far as your experience goes?—I do not know indeed. I never thought of looking into the question at all.

1196. Have accidents in consequence of the men falling from one floor to another considerably decreased of late years?—Yes, I believe they have decreased considerably. Protection is provided in the shape of a fence at places where no work is carried on.

1197. Can you ascribe that to the carrying out of the special rules?—I ascribe it to the fact that the management have provided the fences. I do not know whether there is anything in the special rules as to providing these fences, but it is a very good thing wherever it is.

1198. Is it a fact that a great many accidents happen owing to falls from the top or somewhere else?—Yes, a good many.

1199. Most of them, I believe, happen in that way?—I cannot say anything as to that. I have already said that I do not know from what cause the greatest number of accidents happen.

1200. Do you believe that all the men take the necessary steps to leave the sides of their chambers in a proper condition, the pillars?—I do not know whether we are as careful in that respect as we ought to be. It is from very small matters that I find accidents happen generally. When there are any big blocks that are unsafe we are careful enough with those, but we are not so careful in removing small pieces, and in course of time the small pieces may fall down and cause accidents.

1201. It was suggested at the last sitting of the Committee that a man should be appointed by the quarry management to inspect the sides thoroughly before they get out of reach, do you approve of that suggestion?—Yes, I do. They do that now at our quarry to a great extent. One of the managers always comes to test the roof with the hammer.

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1202. Would you approve of that being done with every "thickness"?—No, I do not want an agent to see to that. I have to see to that myself. Do you mean every bed, as you go up alongside the pillar?

1203. Yes. You say you do not want that yourself, but there may be other men who are not as careful as you are. Would it do good, speaking generally?—Perhaps it would be a good thing for me as well. I always do my best, but I think that someone might go and inspect the place to see that it is safe.

1204. (*Mr. Jones.*) Was it to examine the pillar that Mr. Roberts, or one of the agents, wanted to come to your bargain when he asked you, as you have just told us, whether you had finished the work?—No, not specially, but to see if we were all there, for one thing.

1205. But you said just now that one of them asked you whether you were ready for him to examine something. Did you refer to the pillar?—Yes, that is what I meant.

1206. Did Mr. Roberts, or one of the agents, intend to see whether you had worked up to the pillar in a proper way or not?—We had been engaged in removing the "thickness" and had gone close to the pillar, and one of them came to me to ask if we had finished, in order that he might examine the pillar.

1207. (*Mr. Jenkins.*) Is that usually done?—I cannot say whether it is usually done or not in other places. I never go anywhere except to my own chamber, and I do not question anybody either.

1208. (*Mr. Jones.*) Do you say that bridges are better fenced, or what about the old "benches" along the pillar; have you many of them?—We have both the one and the other.

1209. Have you many of the old "benches" now?—No, we have not. Levels are cut clean through the pillars.

1210. So you have really done away with the old "benches"?—I do not know of any at our quarry, but I cannot say anything as to other places.

1211. (*Chairman.*) Can you point to any accident which has happened from pieces being carelessly left unsafe by the men in the sides of the chambers, that is to say, in the pillars?—No, I cannot recollect any just now.

1212. (*Mr. Jenkins.*) Can you say whether they were left carelessly, or whether they became loose of themselves afterwards?—No, I cannot. I do not think it is owing to any carelessness, but to the rocks getting loose afterwards.

1213. What would you do with such a place? If you could not leave it in a safe condition, what would you do?—We never work such places, and we are not allowed to work them unless they are first of all made quite secure.

1214. I do not mean that. They might be made secure at the time, but they might be liable to get loose afterwards, say, for instance, where the rock is bad, or where there are "bevels," what would you do in such a case?—We go to try them if we find bits coming down. We generally have some warning of that kind, either by small pieces falling, or something of that sort, and if we think there is any danger we examine it ourselves if we can, and if we cannot do so we inform the agents of it and get them to see to it.

1215. Is it not a fact that sometimes you cannot get a place perfectly solid? Supposing there is a place which appears at first quite safe, but which you think might become dangerous in course of time, what would you do?—A case might happen, there might be a piece of rock which would not be pulled down at the time, but would be left with the intention of pulling it down before it would get out of reach, or the agents would be informed of it.

Mr. JOHN ELLIS ROBERTS examined.

Mr. J. Ellis Roberts.

1216. (*Chairman.*) Where do you live?—At Bryngoleu, Tanygrisiau.

1217. And what is your occupation at the quarry?—Slatemaker.

1218. How long have you been employed as slatemaker?—For about 40 years.

1219. In what quarries have you been working?—I have been working for a long time in Carnarvonshire, and I have also worked at the Festiniog quarries.

1220. Have you worked above-ground during the whole of the 40 years?—No, I have worked both above-ground and underground.

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1221. Have you suffered in your health in any way from your occupation?—I have suffered from colds and things of that kind.

1222. Have you suffered at all from the effects of dust?—I cannot say for certain whether the dust has affected me or not, but I believe, judging from the spittle, that a good deal of dust goes where it ought not to go.

1223. But if you spit the dust out, do you not get rid of it in that way?—No, I do not believe that, as a good deal of it goes to a place whence it cannot be spit out.

1224. Do you suffer at the present time from any tightness of the chest or anything of that kind?—Yes, but I attribute that to a cold I contracted some time ago.

1225. Have you any suggestions that you could make to us for improving the state of things at the quarries?—I do not know that I have anything to suggest. I have not been thinking much of the matter, but it would be very desirable if something could be done to ensure better health for the men, and to further lessen the number of accidents.

1226. How do you think you could best be secured against accidents?—For one thing, I consider that the men should dress themselves in a manner suitable to the work they have to perform. To my knowledge there have been many accidents in the mills from time to time owing to the men wearing loose jackets or other unsuitable articles of clothing which get into the pulleys or machinery and result in accidents.

1227. Is there anything else you could suggest?—I would suggest that proper guides be arranged so as to move the belting properly from one pulley to the other. I remember the time when there was nothing of that kind in use, but it is used at the present time at our quarry. Formerly we had to take a piece of wood or use our hand to keep the belting in the proper place.

1228. And the present system is an improvement on the old one?—Yes, it is, undoubtedly. I can refer to an accident in my own case: Owing to carelessness on the part of the man who had to set things right I had to put my finger in a place where it ought not to have been put, and I was injured in consequence.

1229. (*Mr. Greaves.*) What is your opinion as to the special rules at present in force, do they conduce to the safety of the men in general?—I believe they do, so far as they are conformed with by the men, but the tendency is to regard them as a kind of policeman, and to try to observe the letter rather than the spirit of the rules.

1230. (*Mr. Jenkins.*) You stated that you considered the slate dust detrimental to the health of the men?—Yes, I believe it is, but I do not know whether I am correct in that or not. That is my impression.

1231. You rather feel it be injurious?—I am not enough of a doctor to say that, but I find myself better in the absence of dust than in its presence.

1232. You do not complain of insufficient ventilation where you work?—No, there is plenty of air, and perhaps too much.

1233. Is it a fact that the place is too draughty occasionally?—There is too much draught in the place where I am working, but I believe the majority of the buildings are otherwise.

1234. Does too much wind tend to raise the dust?—I think the wind removes the dust, so that the men do not inhale it, but the danger is that they take cold through not being able to keep themselves in the same temperature.

1235. Is the water supply good where you work?—Yes.

1236. Where do you eat your dinner at the quarry?—There is a building prepared for the purpose of eating in, but I eat in another place with a small number of men.

1237. What sort of a place do you eat in?—It is the place where they sharpen the saws.

1238. Do you think that is a very healthy place for you to eat in?—I cannot say, but I have not suffered any inconvenience by it.

1239. But the eating-house is a very convenient place?—Yes, it is a very desirable place, but somehow I like to be more by myself.

1240. How do you make the tea that you take at the quarry, does it stew very much?—The way the tea is prepared at the eating-house is one reason why I eat at the other place. I make my tea in the same way as they do at home. We boil the water in the kettle, and let the tea brew for a few minutes in an ordinary earthenware teapot.

1241. Do you prefer a cup of tea at dinner-time to anything else?—Yes, I find it better to work after. I used to take buttermilk with me, but I found that rather heavy and it made me drowsy.

1242. And you prefer to have your dinner after reaching home in the evening?—Yes.

1243. What about the sanitary arrangements at the quarry, are there proper privies there?—The men have to use their own common sense in that matter. There are places set aside, but I do not think they are what they ought to be.

1244. Would you recommend that proper privies should be provided?—I think they would be very desirable.

1245. What sort of clothing do the men wear as a general rule?—The general rule is to wear linen jackets and those are left in the quarry at night, and dried before the morning. If the weather is cold we wear old cloth jackets until they are worn out.

1246. Do you wear flannel?—Yes. I always do, and I believe the majority of the men do. The men who are somewhat old invariably wear flannel, but the younger men may neglect it.

1247. We may take it, therefore, that the quarrymen as a rule are very well clad?—Yes, I believe that is so, unless they spend their money upon drink or something of the kind.

1248. What about change of clothing, do the men generally change their shirts at night?—I do not think that is done.

1249. Do they wear the same shirt all through the week, day and night?—That is how I do, and I believe the great majority of the men do likewise.

1250. Do not you think it would be better if they were to change their shirts after returning from their work?—I believe that would be an improvement. It would certainly be refreshing. We have our shirts washed as a rule every week or every fortnight.

1251. Do you generally get wet as you go to work in the morning during wet weather?—That depends on the protection we have. A good many of us leave home in the morning without making any provision, and then we have to work in our wet clothes.

1252. Would you recommend that a proper place be provided at the quarry where the men can change their wet clothes?—Yes, for my own part I should like that very much.

1253. With regard to the accidents above-ground, have they, in your opinion, been reduced, practically to a minimum?—I cannot say anything as to that. I have no doubt in my own mind that they have been reduced, but I cannot speak with certainty, as I have not paid sufficient attention to the matter.

1254. When accidents occur at the sheds, from what cause do they generally occur?—It depends to a certain extent on the material we have. There are often "bevels" or joints in the slate which the men cannot see, and sharp-edged pieces come off which cut their hands. There are also the accidents I have already referred to, which are caused by the men wearing loose jackets.

1255. Do many accidents happen from the small wheel on the front of the table?—I think there is an improvement in that respect. There have been accidents from the tables in the manner you mean. At present we put an iron plate on the wheel to prevent the men from putting their feet in. In some cases we have only one oar of iron and not a wheel.

1256. That could easily be improved?—Yes, very easily.

1257. (*Mr. Jones.*) By having a plate?—Yes, it ought to be faced with an iron plate.

1258. (*Mr. Jenkins.*) So as to fill up the space and prevent a man putting his foot in?—Yes, quite so.

Mr. David Davies examined.

Mr. D. Davies
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1259. (*Chairman.*) Where do you live?—At Rhos, Penrhyndeudraeth.

1260. What is your occupation?—Slatemaker.

1261. For how many years have you been a slatemaker?—For 29 years.

1262. At which quarries have you been working?—I have worked at the Lower Oakeley quarry the whole of the time.

1263. We have had a great deal of evidence about dust, and we have also had evidence about tea, and about privy accommodation, or the want of it, which I have no doubt you have heard?—Yes; I have.

1264. I do not know that we need go over that ground again, unless you have anything special to suggest to us upon these matters, or have you suffered any inconvenience yourself that you would like to bring to our notice?—No; I have nothing else to add on those subjects.

1265. (*Mr. Jenkins.*) Do you agree with everything that was said by the previous witnesses?—I cannot say as to every single question.

1266. (*Chairman.*) Have you suffered in any way yourself?—I cannot say that I have; I have enjoyed very good health all my lifetime.

1267. Have you anything to suggest as to accidents, and the means of preventing them?—Every accident that I have known of can nearly always be traced to absent-mindedness on the part of the men.

1268. To inadvertence?—Yes.

1269. I see that you live at Penrhyndeudraeth?—Yes; I do.

1270. Do you travel backwards and forwards every day by rail, or do you live in barracks during the week, and return home on the Saturday?—I have been going home daily for the last 10 or 12 years.

1271. How long is it since the Festiniog Railway Company have given up the carriages which had no doors, and which were open at the side?—I cannot say exactly, but it is about six or seven; or perhaps eight years ago.

1272. Did the men who travelled in those carriages suffer in their health, do you think?—Yes; they did undoubtedly. The old carriages were very cold,—in fact, they were not fit to be called carriages at all. They ought to have been called boxes.

1273. But those have been done away with now?—Yes; they have other carriages now, and in some respects they are very good; but as a general rule they are overcrowded.

1274. How do you mean?—They put 16 men in each carriage; and there is not sufficient room for anything like that number.

1275. Is there a notice in the carriages which states the number of men they are allowed to put in?—No; there is nothing in the carriages to that effect. We had some correspondence with the company about the matter when these carriages were first of all introduced, and the secretary practically told us to mind our own business, although not in those very words.

1276. Do you think that matters could be improved by having a proper supply of carriages to take you up and down?—Yes, that would no doubt be an improvement; I do not consider that they are properly constructed. They place the benches or seats around the carriages, instead of across, and four men in each carriage must sit with their back to the window, and this in my opinion is a very improper position for the men to sit in. It is also very dangerous.

1277. (*Mr. Greaves.*) You are talking now of the Festiniog Railway?—Yes, I am.

1278. I suppose you are aware that there are special rules in force at your quarry?—Yes.

1279. Can you suggest any improvement or amendment in those rules?—No. I feel that they are very strict rules and very good ones.

1280. Then you approve of them on the whole?—Yes.

1281. Do you work in the mills?—Yes.

1282. If you see anything wrong I suppose you report it to the officials?—Yes, always.

1283. And they always see to it at once?—Yes, so far as I know, they do.

1284. (*Mr. Jenkins.*) Have you any suggestions to make with the view of lessening the danger to health from the inhaling of dust?—If it could be lessened it would be a very good thing, whether it is dangerous to health or not. There is a good deal of dust in summer. I believe there is more in summer than in winter, or at all events we see more of it. There is one thing which I believe would lessen it a little, and it is in use in some places. Some of the mills are provided with a door where the waste from the slates falls from the dressing machines, and if these doors were adopted in every mill it would be a great improvement, in my opinion.

1285. (*Chairman.*) There is a door that prevents a draught going to the machine?—Yes, it prevents too much draught.

1286. There is a shutter to close the place up?—Yes.

1287. (*Mr. Jenkins.*) And you consider that an improvement?—Yes, I do.

1288. It has been suggested that there should be a gentle spray brought to play on the dust; what do you say to that?—It would keep the dust down. I have been watering the place myself when it is very hot in summer. I have been watering the place all round with a pail of water, and I found it very useful.

1289. And you think it would be well to water it generally?—Yes, I do.

1290. What is your opinion of the dual inspection of the quarries at present in force?—I do not quite understand the question.

1291. At present you are under two inspectors, one under the Metalliferous Mines Acts and the other under Factory Acts; what do you think of that system?—I have not paid much attention to the matter, and therefore cannot express an opinion.

Mr. Owen Rowland Jones examined.

Mr. O. R. Jones

1292. (*Chairman.*) Where do you live?—At 7, Newborough Street.

1293. And what is your occupation at the quarry?—Slatemaker.

1294. How long have you worked at the quarries?—For about 18 years.

1295. And have you worked the whole of that time above-ground in the mills?—For the first 15 years I worked sometimes in and sometimes out, and for the last three years I have worked in the mill altogether.

1296. Have you any suggestions to make to us?—Since this Committee was appointed the workmen have had a meeting to consider the matter, and Richard Griffiths (the next witness) and myself have been requested to attend to lay the following suggestions before you:—

1. *Under-ground dangers.*—(*a.*) We recommend that no work be commenced in a new chamber until the inspectors of the company certify it as a safe place to work in.

(*b.*) That periodical inspection be made of every chamber in the mines, and that a record of the same be entered in a book which may be seen by the Government inspector whenever he wishes. We ask for the inspection because we are of opinion that the mines become more dangerous the deeper they descend into the earth, and this opinion is confirmed by the fact that the number of fatal accidents caused through falls of rock have increased during the last 10 years from 32 per cent. to 48 per cent.

(*c.*) That some plan be adopted to prevent the water from trickling down the fore-breast of the rock, which makes the ropes and the surface of the rock itself very wet. This makes the man's body also wet. We consider the mischief could be avoided by making dams.

(*d.*) That a wall be built in the middle of disused levels instead of fences, as is the case at present.

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(*c.*) That there be some effectual provision to regulate the wheel of the crane.

2. *Inspection.*—(*a.*) That the area under the inspection of the Government inspector is too great, which makes his visits too infrequent.

(*b.*) That we ask the Government to appoint a sub-inspector possessed of practical knowledge, and a knowledge of the Welsh language.

(*c.*) That the inspector should have an account of the accidents from the workmen apart from the agents. What we mean there is this: When an accident happens Dr. Foster, the inspector, visits the quarry, and he is always accompanied by one of the agents, who, if necessary, acts as interpreter between Dr. Foster and the men. If the accident has been brought about owing to the carelessness of an agent I do not think the present mode is the best one for getting at the truth.

3. *Sanitary Laws.*—(*a.*) That suitable eating-houses be provided. (*b.*) That waterclosets and a better supply of water should be provided.

4. *Inquests.*—(*a.*) That it would be desirable to have among the jury persons having a practical knowledge of the occupation of the person concerning the circumstances of whose death an inquest is being held. (*b.*) That more care be taken to ensure accurate evidence. The jurymen at inquests, under the present system, are made up of shopkeepers and other tradesmen, who are not familiar with the terms in use in the quarries. In our opinion, these men cannot possibly grasp the facts of the case, as those familiar with the occupation could. I may say that it was stated at the meeting at which these suggestions were framed that several fatal accidents had happened in the Festiniog quarries, and that when the inquests were held the man or men who first saw the deceased after the accident were not called to give evidence.

1297. (*Mr. Greaves.*) Can you speak as to that fact yourself?—No, I cannot personally.

1298. (*Mr. Evans.*) Can Richard Griffiths (the next witness) speak as to that?—I do not know whether he can or not.

1299. (*Mr. Jones.*) Do you know who made the statement at the meeting?—No, I do not.

1300. (*Chairman.*) You say that at the inquest the first person who came to the man after the accident was not called as a witness?—Yes, that was the statement that was made at the meeting, and it was given as one reason why we should call the attention of the Committee to the question of inquests.

1301. But you cannot mention any particular case, you say?—I do not like to do that, for fear I should make a mistake.

1302. Is there anything else that you can think of?—There are also some complaints from the mills. First of all the men complain as to the dust, and of the want of privy accommodation, and also as to the drinking water. As Dr. Roberts mentioned in his evidence, the men who work in the mills are very thirsty, especially in the summer, and it is very important that they should have water that is fit to drink. We also consider that the mills ought to be put under the same inspection as the under-ground workings in the quarry.

1303. Have you any other suggestion to make?—No, I have not.

1304. How many workmen do you and Mr. Richard Griffiths represent?—I should like to explain that. Notice was sent to every quarry asking them to send delegates from above-ground and under-ground to a meeting to be held to consider these matters. I cannot say how many men were present at the meeting. I attended the meeting because I had been selected by the men of the Oakeley Middle quarry.

1305. Do you consider that you and Mr. Richard Griffiths represent the feeling of the men employed at the Middle Oakeley quarry?—Yes, I do.

1306. (*Mr. Evans.*) And besides the men from the Middle Oakeley quarry, you say there were men present at the meeting from the other quarries in the district?—Yes.

1307. (*Mr. Jenkins.*) How many quarries were there represented at that meeting?—There were representatives from the Llechwedd, the Votty and Bowydd, the Cwmorthin, and the Upper and Middle and Lower Oakeley quarries. I am quite certain of these, but there were also many men present whom I did not know.

1308. (*Chairman.*) Were there men there from all the principal quarries in the district?—Yes.

1309. Were there any from Maenofferen?—I am not quite certain of that.

1310. At any rate, you represent a very large number of men?—Yes.

1311. You do not say that you represent all the men in each of the quarries that you have named?—I represent the slatemakers of the Middle Oakeley quarry, and I put these suggestions before them, or rather they gave me the suggestions and requested me to lay them before this Committee. I ought to explain that I was only asked to tender evidence concerning the mills at the Middle Oakeley, and not the under-ground workings.

1312. (*Mr. Jenkins.*) Have other men been appointed to represent that committee meeting and to give evidence here?—Several of the members of the Committee are to attend here. They have been appointed by the workmen in the different quarries.

1313. With regard to these points that you have brought before us, the men consider that periodical inspections should be made of every chamber in the mines?—Yes.

1314. At what intervals do you think that those periodical inspections should be made?—They should be made at intervals of six months at least.

1315. The men say that they ask for the inspection, because they are of opinion that the mines become more dangerous the deeper they descend into the earth. Why do you think the danger increases as you go down?—The top gets to be heavier, and both time and the weather affect the rocks.

1316. (*Mr. Greaves.*) You mean in the old workings?—In the whole of the quarry.

1317. Do you mean the worked-out parts, or where they are working now?—Every part of the quarry in the lower workings gets more dangerous.

1318. Do you mean that the ground gets looser?—The pillars get looser.

1319. In what way do they get looser?—There is more weight on them, and as they open to daylight, as they have done at the Oakeley, the weather affects them.

1320. It affects the *bôn*?—It affects the pillar.

1321. Lower down or near the surface; at the bottom or at the top?—It affects the top and bottom. I wish to explain that I do not work in the pit, but I merely lay these suggestions before you on behalf of the committee.

1322. (*Chairman.*) With regard to the question of the Welsh language, is it not a fact that a great many of the men understand some English?—No, not very many, I think. I should like to add, that the committee I represent consider that the increase in the number of accidents through falls of ground during the last 10 years, from 32 per cent. to 48 per cent., is an important matter, and that it ought to be taken into account by this Committee.

1323. Those deaths from falls of ground include slipping down of fore-breast, and you may not be aware of that. For instance, in the case of the man at Rhosydd the other day, a large quantity of rock fell down upon him, and not a piece from the roof or pillar. Deaths caused by the slipping away of the ground while a man is in the act of removing it, are included in the figures you quote, so that your figures do not prove that there is an increase in the number of accidents from falls of roof and pillar.—That may be, but I thought it was otherwise.

1324. (*Mr. Greaves.*) I suppose the agents do go round to inspect sometimes?—Yes, they do.

1325. But you cannot say from experience, as you do not work under-ground?—No, I cannot.

1326. (*Chairman.*) Above-ground, you think it is desirable that eating-houses should be provided?—Yes.

1327. Are those not provided at the Oakeley quarries?—We have one on the floor where I am working, but there is only accommodation for about 56 men.

1328. Is there sufficient accommodation for everybody?—No. There are about 150 working on that floor, so that there is only accommodation for about one-third of the number. Some of the men go to the place where they sharpen the saws, and in my opinion that is a very unsuitable place.

1329. (*Mr. Greaves.*) What is there provided in the eating-house?—A stove, and a table and benches.

1330. Is there hot water?—The company provide coal, and we pay for cleaning and for lighting the fire.

1331. Can you suggest anything else that might be provided with advantage in these dining rooms that are not now provided?—No, I have nothing to suggest.

1332. (*Chairman.*) Do I understand that you wish for more of those houses?—Yes, we want more of them. There is only room for 56 men out of 150.

1333. (*Mr. Jenkins.*) Do you suggest that these eating-rooms should be provided generally at all the quarries?—Yes.

1334. They are very comfortable places as they are?—Yes.

1335. (*Chairman.*) Have you any experience of the barracks?—No, I have not.

1336. (*Mr. Evans.*) With regard to the appointment of a sub-inspector, what benefit do you expect from that?—A man who has practical experience, and who has worked in the quarry himself, ought to be appointed. He could get at the circumstances of the men and their work better.

1337. Do you consider that the great dangers of the quarries are hidden from the man who has no practical knowledge?—Yes, I believe they are. He cannot possibly see and understand things as the practical quarryman can.

1338. With regard to the Welsh language, do the men, as a rule, find a difficulty in speaking to Dr. Foster?—Yes, that is certainly a disadvantage. The agent is the interpreter as a rule between Dr. Foster and the men, when he visits the quarry.

1339. And you think that is not quite fair?—I believe it would be better if he could ask his questions in the language of the men. I should like to add that the drinking water ought also to be seen to It is very essential we should have a proper supply. The water we have at our quarry is such that the manager has warned us not to drink it without boiling it.

1340. (*Chairman.*) What water is it that you have to drink, where does it come from?—I believe it comes from the reservoir in the upper quarry.

1341. (*Mr. Jenkins.*) You say the supply is defective?—Yes.

1342. (*Chairman.*) Was the occasion when you were asked to boil the water a time when the reservoir was nearly empty, and there was great drought?—I have never seen the reservoir, but I know it was in the summer when we were told to boil it.

1343. (*Mr. Jenkins.*) And do you think it is defective?—It is not good water at any rate. It tastes of peat.

1344. Have you any proof besides that?—No, I have nothing else, but it is quite a common thing to see bits of peat coming down in the water.

1345. (*Mr. Jones.*) What about your kettle, how does the water affect it?—I never see the kettle except when it is full of water.

1346. (*Mr. Evans.*) Did you ever see sediment at the bottom of a vessel in which the water had been standing?—I never see the kettle or any other vessel except when it is full.

1347. (*Mr. Greaves.*) Does the water come along the rock all the way?—I believe it comes along pipes.

1348. Can anything get into the water to contaminate it?—I cannot say.

1349. (*Mr. Jenkins.*) Is that the only water you have to drink?—Yes.

1350. And do the men sometimes drink it without boiling it?—Yes, they do in the summer. They drink a great deal of it in the summer months.

1351. (*Mr. Jones.*) Have you ever had occasion to use soap in it?—No, I never have.

1352. (*Mr. Jenkins.*) You have no complaint about the shed, have you?—No, I have not.

1353. What about the sanitary arrangements?—There are no sanitary arrangements of any kind at our quarry.

1354. (*Mr. Evans.*) What do you mean by the suggestion that the Government inspector should have an account of the accidents from the workmen, apart from the agents?—When an accident happens through the negligence of the agent, the men do not care to give a proper account of the matter in the presence of the agent.

1355. You mean a verbal account?—Yes. It would be rather a difficult matter for the men to accuse the agent in his presence, I mean to incriminate him.

1356. (*Mr. Greaves.*) Do you mean to say that the men want a private inquiry, without the agent being there to hear what is said?—What I should like would be to see the inspector go there to inquire directly how the accident happened, without taking the agent with him.

1357. (*Mr. Jones.*) You mean as a preparation for the inquiry of the coroner?—Yes.

1358. You are referring now to fatal accidents?—Yes, chiefly.

1359. (*Chairman.*) Is there anything else you would like to tell us?—Yes; there is one other matter. I asked the secretary of the Llechwedd quarry sick fund, as he is the only one I know of who has kept an account of the kind, for particulars of the number of men who travelled by train, and the number of men who received sick pay during the last three years. He replies that in the year 1890 that 450 Llechwedd workmen contributed to the sick fund, and in that year 109 of the 450 were on the sick list. Out of the 109, 40 were men who travelled by train, the other 62 being men who lived in the district. The large majority of the Llechwedd workmen are men who live outside the district, and who travel by rail. In 1891 the figures were:—437 contributing to the sick fund, 155 received payment from the sick fund, 68 of these being men who travel by rail, and 87 men who live in the district; in 1892, 431 contributed to the sick fund, 115 received money from the fund, and out of that number 44 travelled by train, and the remaining 71 lived in the district.

1360. (*Mr. Evans.*) Can you tell us how many of the Llechwedd men live at Festiniog?—The great majority of them leave by train every night.

1361. You cannot say the number?—No, but the great majority live outside the district.

1362. (*Chairman.*) Do those figures show that the men who travel by train are more liable to sickness than those who live in the district?—No, it is quite the other way. In spite of the fact that the great majority of the men at Llechwedd travel by train every night, only 152 of those were on the sick list in the years 1890, 1891, and 1892, as against 227 of those who live in the district.

1363. (*Mr. Greaves.*) Then those that go away by train are the most healthy?—Yes.

1364. (*Mr. Jones.*) Or they do not send in their claims for sick pay?—That is not very likely.

1365. (*Chairman.*) What proportion of the number were in respect of accidents and illness?—I do not know. There is no account of it.

1366. Some might be accidents and some illness?—Yes, that would be so. I am simply giving you the figures as I got them from Mr. Daniel Williams, the secretary of the sick fund.

1367. Up to 1880 you had an inspector who spoke Welsh; do you think that the inspection is less effective now than it was before 1880?—It is quite the contrary.

1368. (*Mr. Jenkins.*) Is any objection felt to the inspection of Dr. Foster?—No, it is quite the other way, as far as I understand the feeling of the workmen. That is certainly my own feeling.

1369. Your only suggestion is that a sub-inspector should be appointed who has a practical knowledge of quarrying and a knowledge of the Welsh language?—Yes.

1370. Could you get a man possessing those qualities and possessing the other qualities also?—My opinion is that you cannot get in one man all the qualities that are necessary in a suitable inspector.

1371. (*Mr. Jones.*) So you want an additional inspector under Dr. Foster?—Yes, practical as well as scientific knowledge is required.

1372. You say you received the figures as to the sick fund at Llechwedd from Mr. Daniel Williams, the secretary?—Yes.

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1373. Do you think he would have any objection to attend here to give evidence if asked by the Chairman?—I do not know, indeed.

1374. (*Mr. Jenkins.*) Did you ask him to come?—I did, and he said he would not come—that the men had appointed others. He did not say anything after that. He states in a letter he has written to me that he is not coming to give evidence.

1375. What do you think of the present dual inspection of these quarries; do you think it would be better to be under one inspection?—Yes, I am strongly of that opinion.

1376. And that that inspector should be the inspector under the Metalliferous Mines Acts?—Yes, of course. There would have to be some changes in the Metalliferous Mines Acts to make them applicable to the mills.

1377. (*Mr. Greaves.*) Do you think the rules are not sufficiently carried out at present?—At our quarry they do much more than the rules require.

1378. Then do you think that another inspector would enforce these rules more strictly?—We want other rules to be framed as well.

1379. What duties do you think would devolve upon a sub-inspector?—Dr. Foster's district is too large, and his visits in consequence are not frequent enough. I believe his district extends over 14 counties, and the men consider that he ought to have an assistant, and that that assistant should be a practical quarryman and a Welshman.

1380. What part of Dr. Foster's work at present is it that is not satisfactorily done?—I have mentioned some things.

1381. What are they?—Want of knowledge of the Welsh language is one.

1382. Is there any other suggestion?—No, not as to Dr. Foster. Personally, I have no objection to him at all.

1383. But what would you suggest a sub-inspector should do?—To see that the rules are properly carried out.

1384. But have you not already said that they are more than carried out at the present time?—Yes, the present rules are.

1385. Then how can that appointment improve matters?—That is only done in one quarry, so far as my knowledge goes, but the special rules apply to all the quarries.

1386. You speak as to the way in which they are carried out in your quarry?—Yes, in the Oakeley Middle quarry.

1387. (*Mr. Evans.*) Would you include the rules which the officials of your quarry carry out, and which are not in the special rules, in any new rules that may be drawn up?—Yes, with the exception of those special rules mentioned by William C. Williams as being unsatisfactory.

1388. (*Mr. Greaves.*) And those are too strict?—They are too impracticable. I am referring now to the rules as to the tamper and the powder.

1389. (*Mr. Jenkins.*) Do you say that no man, however qualified he may be in other respects, can inspect properly unless he has had some experience himself in working in slate quarries?—Yes, I do. That is my decided opinion.

1390. Is that required in all other industries, or not?—Yes, I believe it is.

1391. Is it granted at present?—I believe it is in coal mines, but I cannot say anything as to other industries.

1392. When you said that more rules are carried out than are in the special rules, you meant that in their anxiety to prevent accidents they do many things that are not required by the special rules?—Yes, that is what I meant, and I wish those things to be made compulsory at the other quarries where they are not carried out.

1393. (*Mr. Greaves.*) Do you mean to say that those things are not done at the other quarries?—Yes, I do. For instance, Mr. Lloyd Jones said here the other day that they do not inspect places at his quarry unless they consider them dangerous, but they do inspect places at the Oakeley quarries periodically, whether they are dangerous or not.

1394. (*Mr. Jenkins.*) You mean by means of a Wells light?—Yes.

1395. (*Mr. Evans.*) You said at the commencement of your evidence that you would have a record of the inspection of the chambers kept in a book which might be seen by the Government inspector at any time?—Yes. I have one case in my mind now which shows the importance of that suggestion. There was an accident at the Cwmorthin quarry, and it was said that it had been stated a fortnight before the accident that the place was dangerous, but this was denied. If a record of the inspection in that case had been entered in a book at the time it was examined it would have proved that the place was not attended to after it had been examined.

1396. (*Mr. Greaves.*) Is that done in some quarries?—I do not know.

1397. But you think it ought to be done?—Yes, certainly.

1398. (*Mr. Jones.*) Do you think that the special rules should be revised, and that the workmen should have their hand in the work?—Yes, that was what we had in view in preparing these suggestions to lay before this Committee.

1399. Are you aware that the Votty and Bowydd, for instance, are not under the special rules, and that there are only three quarries under these rules?—Yes, I am aware of that.

1400. Do you think all the quarries ought to come under the same rules?—Yes, certainly.

1401. (*Mr. Evans.*) With regard to the inspection you have suggested, would you extend that to the machinery which may place the men's lives or limbs in peril?—Yes, I would.

1402. (*Mr. Jenkins.*) Do you suggest that the inspector should be appointed by the Government, or by the quarry owners?—By the Government. I consider that every quarry ought to have an inspector of its own, and that in addition to that there should be a sub-inspector appointed by Government.

1403. (*Mr. Evans.*) This periodical inspection is to be made by the man appointed by the quarry owners?—Yes.

1404. (*Mr. Jones.*) And the sub-inspector is to be under Government?—Yes.

Mr. R. Griffiths.

Mr. Richard Griffiths examined.

1405. (*Chairman.*) Where do you live?—In the High Street.

1406. And what are you?—A rockman and a slate-maker.

1407. How long have you worked in a quarry altogether?—From 27 to 28 years.

1408. For how many years have you worked above-ground?—About six years. At Bryneglwys I worked about five and a half years in and out alternately, and in Festiniog I have worked about a year outside, and the remainder inside.

1409. Therefore, the greater part of your experience has been as a rockman under-ground?—Yes.

1410. What suggestions have you to make for ensuring the safety of the under-ground workings?—Most of the suggestions I had to make have already been made by the last witness. He was the secretary of the committee of workmen appointed to consider the matter, and I was the chairman.

1411. What is your experience with regard to the chambers; do they become more dangerous, or less so, as you go deeper?—They get more dangerous as you go down. Everyone who observes at all can see that.

1412. In what way, as regards the roof or the sides?—Sometimes in both respects, but most commonly in the pillars.

1413. (*Mr. Greaves.*) Why in the pillars?—For one thing, they hold the most weight, and then the pillars have been injured from above in the blasting, and the weather also affects them. The wet and dry weather alternately tend to make the rock loose.

1414. You are talking of the sides, where the weather can get at them?—No.

1415. Under the ground?—Yes.

1416. (*Chairman.*) Do I understand you to mean that the pillar itself is less safe when you are deep down than it is when you are nearer the surface?—Yes, it is, for two reasons. In the first place, time and the weather affect the joints in it, and in the second place there is the additional weight placed on it.

1417. But do the weather and time tell upon the pillar a long way under-ground as much as they do upon the pillar near the surface?—I cannot speak definitely as to that, but the weather does affect it under-ground. There is a tendency in the slate rock to attract the water, and it trickles under-ground, and it is very seldom you get it dry.

1418. Is not the rock more solid and firm as you get deeper than it is at the surface?—There are fewer joints in it, as a rule, and the blocks are larger, but when it begins to pillar it has a more injurious effect on the rock.

1419. Why has it a more injurious effect on the rock?—When we cut the rock, especially on the eastern side, the rock generally "scribes," and if the block is 6 yards long, it "scribes" more than if it were smaller. The longer the block, the more the "scribe" is.

1420. (*Mr. Jones.*) Do you mean the eastern side of the pillar, or what?—The western side of the chamber and the eastern side of the pillar.

1421. (*Chairman.*) Does the western side overhang a little in the Oakeley quarries?—Yes, it leans to the west. We form the western side of the pillar, somewhat in step-fashion, making a step outwards after each "thickness" is taken off. Consequently each separate "thickness" is cut across according to the true direction of the "pillaring." But when we form the eastern side of the pillar we cut it on the whole more nearly perpendicular than the "pillaring," and by cutting across the "pillaring" we weaken the rock.

1422. Do you mean that as you get deeper into the ground, if a piece splits off from the side of the pillar, it is a larger piece than would split off higher up?—No, not that exactly.

1423. Will you explain it?—When we are under-ground at a great depth, and we drill a hole and it is blasted, it "scribes." It does not cut quite like the pillar.

1424. What do you mean by a "scribe"?—The pillaring is a natural line of rending, and so is the cleavage, but a scribe is a line of rending which is between the cleavage and the pillaring.

1425. (*Mr. Jones.*) Do you know what is the angle of the "scribe"?—No, I do not. They vary.

1426. It is the weakest way of cutting it?—Yes, we consider it an unnatural cut.

1427. (*Chairman.*) Do you think that accidents from falls increase in number as you go down?—Yes, I believe that.

1428. Do more accidents happen from falls of roofs and walls in the Oakeley Upper quarry than in the Lower quarry?—I am not aware. I have never observed that.

1429. (*Mr. Jones.*) Which of the two quarries is the deeper; the Upper or the Lower?—The Lower.

1430. You made a statement just now that as you go deeper the accidents increase, and you have just said that you do not know whether most accidents happen in the Upper or in the Lower quarry?—There have been a good many falls of roof in the Lower Oakeley, so that there is a good deal of it open now; but in the way you meant by your last question just now the Upper quarry is the deeper.

1431. You mean the more the length of the slate wall the more the danger from falls from pillar or roof?—Yes, that is so. The weight, of course, is more.

1432. What width are your pillars?—They vary from 14 to 20 yards.

1433. Do you happen to know what amount of pressure one of these pillars will bear?—No, I do not.

1434. Are they cut to such an extent that you use every possible stress, and that they can carry no more load than they do?—As far as we can, we cut it to the width we get at the commencement, and we are not allowed to make it narrower or wider unless there is something in the nature of the ground calling for it.

1435. So you do not know whether the pillar is strong enough to hold the roof or not?—No, I do not.

1436. Can you tell us upon what principle the roof now stands on these pillars?—Only like a tie.

1437. Is it like an arch or a beam-roof?—Like a beam-roof. When the slant which forms the roof gets to be insecure or loose, they sometimes arch it.

1438. That is, when the beam-roof is not sufficient to support the base, they depend upon the arch roof?—Yes, they do that, as a rule, when it can be done.

1439. (*Mr. Jenkins.*) Have you any proof that there is more pressure upon the pillars as you go lower down than there is at the top?—Only the effects that we see. We believe it to be so.

1440. And what are those effects?—The falls, and the "scribes" which occur as we get deeper down.

1441. Is the rock more liable to "scribes" in the lower part of the quarry than at any other part?—Yes, it is.

1442. Is it more so in the lower floors than in the upper parts of the Lower quarry?—Yes.

1443. Is that a proof of the pressure?—Yes, I would take it to be so, and experience generally teaches that.

1444. Are the men more liable to cut the pillars on the eastern side of the chamber perpendicularly than they do on the other side?—Yes, and they must do it as a rule.

1445. And by so doing they, in your opinion, weaken the pillar?—No, not so much, because they do not injure the slate rock as they do in cutting from the western side. Neither the pillaring nor the cleavage come down quite straight, but they lean a little bit, so there is a better chance of not spoiling the rock on the eastern side than on the western side.

1446. But does that not weaken the pillar?—No, it has a better chance not to injure it.

1447. By cutting that side perpendicularly would that keep the same breadth in the pillar?—Yes, and for this reason,—the rock is not vertical on that side. We have to cut away from the pillar.

1448. (*Chairman.*) To step it out?—Yes.

1449. (*Mr. Jenkins.*) You said also that the weather affects the pillars under-ground. Is there a difference in the weather at certain times under-ground?—Yes, there is, and that affects the quarry, after a long drought, and when this is followed by wet weather, there are frequent falls of rock. Any change in the weather of that kind causes falls. That is the general rule.

1450. What is the state of the atmosphere there in the summer months generally?—It is cool.

1451. And is it damp?—Yes.

1452. And smoky?—Yes.

1453. Is it so in the winter?—No.

1454. What is it then?—It has a tendency to become drier and clearer.

1455. Do all the chambers dry up in the winter, whilst in the summer they get wet?—Yes, that is so.

1456. Do you believe that would affect the pillars?—Yes.

1457. (*Mr. Evans.*) You say that the pillars are cut in their proper size, generally speaking?—Yes.

1458. Then you have no complaint that the pillars are worked narrower?—No, I have not, there has been no special cause for complaint now for years.

1459. So that any rumour to the contrary is not correct?—It is decidedly incorrect, as far as my experience and knowledge go.

1460. (*Mr. Jenkins.*) Do you think it would be of advantage to have a sub-inspector under Government, and that he should be a Welshman and a practical man?—Yes, I believe it would.

1461. You think he should be a man who can speak to the workmen in their own language?—Yes, I do, and that for many reasons. In the first place we consider that the quarries require more supervision as they get deeper, and we want an experienced man to see that they are properly looked after. We believe that the present inspector cannot, by reason of his district being so extensive, see that what ought to be done is done.

1462. (*Mr. Greaves.*) Do the agents not see to that matter at the present time?—Yes, they do, in a measure, but they might be more perfect, and it is very likely that they will become more perfect in time.

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1463. (*Mr. Jenkins.*) In making the suggestion as to a sub-inspector, you do not suggest that there is any deficiency in the present inspector in the carrying out of his duties?—No, certainly not. I do not mean to suggest that at all.

1464. He has done his work well in the past, and has met with general approval?—Yes, he has. There is one thing I should like to refer to. I wish to speak in a general way on the subject, but I shall be prepared to give particular instances from the quarry if they are required. If the agent at present does see that everything is done properly, and that the rules are strictly carried out, I do not think it is done elsewhere, and perhaps the present agent's successor may not do it. If, however, there was an inspector under the Government who was a thoroughly practical man he would see that all this was done.

1465. Therefore you think that practical knowledge is very essential?—Yes, certainly. There are several very difficult matters in connexion with the work of inspecting a quarry,—the difference in the joints, the effect of the weather on those joints, and such matters, which are quite a mystery to all except the experienced workman. He must be a practical man.

1466. (*Mr. Greaves.*) What do you mean by a "practical man"?—A man who has worked in a quarry, and who understands the rocks through experience.

1467. (*Mr. Jones.*) You mean a man who has gained his experience through working?—Yes, quite so.

1468. (*Mr. Jenkins.*) Would a man who has gained his experience through working as a slatemaker meet your views?—No, not as a slatemaker only.

1469. Therefore you require that he should have experience in under-ground working as well?—Yes.

1470. (*Mr. Greaves.*) What amount of engineering or scientific knowledge do you think an inspector ought to possess?—It would not be necessary for the sub-inspector to have much of that kind of knowledge if there was a scientific man above him.

1471. So that your view is that you should have two inspectors?—Yes, quite so. The qualities which are essential are so wide apart that it is impossible, in our opinion, to find them in the one man. What I mean is, that you cannot get a man who has the requisite scientific knowledge, and who is also a practical working quarryman as well.

1472. It has been suggested that the agents do inspect the work properly at the present time; are they all competent to do that?—I do not consider that any man is competent to make inspection unless he is a practical quarryman, and I believe that there ought to be in every quarry one agent, at least, who is an experienced man.

1473. You mean an under-ground workman?—Yes, there ought to be one such man on the staff at every quarry.

1474. Are they so at your quarry?—Yes, there is one at least in each part of the quarry, if there are not more. There are perhaps two or three.

1475. And are they so in the other quarries?—No, not in all of them. As far as I know there is only the Llechwedd and the Oakeley quarries where there is a rockman as agent. It is not only of advantage to the workmen, but to the master as well, that there should be a man of that kind on the staff.

1476. (*Chairman.*) Do you mean to say that it is only at Llechwedd and Oakeley that there is a man on the staff who is competent to make these inspections? Yes, I believe that that is so. It is in the Oakeley and Llechwedd quarries only that there are men who are able, in our opinion, to carry on these inspections as we should like them to be carried on. That is our opinion.

1477. (*Mr. Jenkins.*) Could you deceive an agent who has gained his experience as a slate-worker only on a question as to the dangerous part of the rock, if you wished to do so?—Yes, under some circumstances I could.

1478. So that he should have under-ground experience as well?—Yes.

1479. With regard to the periodical inspection, what do you mean by that? Do you mean that periodical inspection should be made every six months, as the last witness suggested, in every place throughout the quarry?—Yes, it should be made at least every six months, and in many circumstances it should be made oftener.

1480. Would not that incur considerable expense, and possibly much danger?—No, not so much. I have recently had experience of that in a special manner. There have been examinations with the Wells light which have been very useful. By means of that light we have been making an examination of the chambers recently, and I do not think it has been done before for about 18 months.

1481. (*Chairman.*) You are now referring to your particular chamber?—Yes. It has proved how beneficial it is to make an examination of that kind, because many dangerous things have been removed after an examination has been made in that way. This shows that time and the weather affect the rock in such a manner that it becomes often very dangerous.

1482. (*Mr. Jenkins.*) Do you mean that a periodical inspection should be made with the Wells light?—No, not exactly that, I have only just referred to that. I consider that a great deal of good has been done with the Wells light, but I do not think it is quite sufficient. They have put up a ladder which is 34 yards long. They find things get loose under the clay-slant and which subject the men to dangers. I would suggest that the quarry owners offer a prize for the best kind of ladder which could be erected to get at these dangers.

1483. For the purpose of inspection?—Yes. That would be much less expensive than the present mode, and the work would be done more effectually.

1484. Would you inspect by that means every place in the quarry every six months?—Yes, everywhere where there is working. I will refer to one instance to show the necessity for that in the place where the 34 yards ladder I have referred to was raised, the place had probably been left for 10 or 12 years without an inspection The Wells light was not powerful enough to show the roof at such a great distance, and a portion fell from the roof less than two months ago, and they then erected this ladder to examine it.

1485. Can you tell us what would be the length of the longest ladder that would be required?—From 50 to 60 yards.

1486. Perpendicularly?—Yes, taking the greatest thickness of the vein.

1487. (*Mr. Jones.*) 180 feet?—Yes.

1488. (*Chairman.*) But the longest ladder which would be used is 34 yards?—Yes.

1489. (*Mr. Jenkins.*) You would go to places that have gone out of reach?—Yes.

1490. Do you mean to inspect those places before they go out of reach by some responsible inspector under the quarry owners?—Yes, that is what I mean.

1491. (*Chairman.*) Are you aware that there is a special rule to that effect at the present time?—Yes, but that is very indefinite.

1492. Rule 48 states that he shall see that the roof of each new chamber is left in a safe condition by the miners before any slate is allowed to be worked underneath; is that rule carried out?—Yes, that is done, but I am not referring to that rule, I am referring to rule 46. The rule you have quoted only refers to the roof, and you must take the pillars into account as well.

1493. (*Mr. Jenkins.*) Would you impose the responsibility upon the management of inspecting every "thickness" before it is allowed to go out of reach?—Yes, it would be a great advantage.

1494. Why would it be an advantage?—Every man is not as careful as he should be, and it would be safer if an inspection of that kind were always made. I believe that men have lost their lives in these quarries owing to the negligence of men who had been working at the place perhaps 10 or 12 years previously in not removing what was dangerous at that time.

1495. Would you give that man any other work to do besides inspecting the pillars and so on?—I should not like to define his work exactly, but he ought to be a practical man. In a large quarry it might take him all his time to attend to that work properly, but in a small quarry he might do other work as well. The employers would have to define his duties. He ought to be a responsible man—one that you could fall back upon when necessary.

1496. Would you make him responsible for inspecting the ropes and so on?—Yes, I would.

1497. (*Mr. Greaves.*) But you said just now that you would not require him to have engineering knowledge?—I am referring now to a man to be appointed by the quarry management, and not to the sub-inspector under Government.

1498. (*Mr. Jenkins.*) You would put the responsibility entirely upon the owner to look after every place, and to make it safe, and to see that the appliances are kept in good condition?—Yes. I would put the responsibility upon them, but at the same time I would not take any responsibility away from the men.

1499. Do you think that would tend to make the workmen themselves more careful?—Yes, I believe it would. Every inspection of the rock by a practical man would enable the agent to find out where any fault lay, and to enforce discipline, and it would accordingly make the men themselves more careful.

1500. (*Mr. Greaves.*) Are the present agents not able to do this work now?—As far as I can say, they do so.

1500*a*. (*Mr. Jenkins.*) Is there in each quarry one or more practical men able to do the work?—I know there are one or more men of that kind in each portion of our quarry.

1501. But are they in every quarry?—I cannot say that there are except at the Oakeley quarries and Llechwedd.

1502. (*Mr. Jones.*) You say that the Oakeley and the Llechwedd quarries have a number of men such as you have described looking after the working of the quarries at the present time?—Yes, according to the evidence of the representatives.

1503. Do you mean to ask for the appointment of a Government inspector or sub-inspector for the other small quarries?—I mean that the large and small quarries should be under the same inspection exactly.

1504. Then supposing, instead of having a Government inspector, that the small quarry owners were to appoint proper men for the purpose, would that make up for the Government inspector; is that what you mean?—That is not what I say. I want a sub-inspector to be appointed to assist the present inspector.

1505. You say you are already satisfied with the present arrangements as far as regards the Oakeley and Llechwedd quarries?—Yes, as far as I know they are satisfactory. There is a rockman who is an agent, and he assists the other agents to do the work thoroughly.

1506. Then you would be satisfied if an agent of that kind were appionted in the small quarries, the same as in the Llechwedd and Oakeley quarries?—I believe it would be an advantage to the men who are employed at the smaller quarries.

1507. But would you be satisfied if the same thing were carried out in the small quarries as in the large quarries—the Llechwedd and Oakeley?—There is an implication in the question which is not warranted by anything I have said. I said that there were men who were able to do the work, but I did not say that the work might not be done more carefully.

1508. (*Mr. Jenkins.*) You mean to inspect the sides of the pillars?—Yes.

1509. And is that done at the present time?—No, not so carefully as it ought to be done.

1510. Can the agents do that work and perform their other duties as well?—I cannot say anything as to that. They are responsible for that.

1511. (*Mr. Greaves.*) How often would it be necessary for the agent to visit a bargain?—Say, on an average, every six months.

1512. And how long would it take an agent to inspect such a bed in one bargain?—Two hours would be quite enough in each bargain.

1513. So that he could inspect five or six bargains a day?—That depends upon circumstances, but I should not like to tie him to that.

1514. But at that rate it would not take an agent long to inspect all the bargains in one quarry?—No, unless it is a very large quarry.

1515. (*Mr. Jones.*) What do you mean by saying that the work could be done in two hours. Do you think that the inspector would only inspect the "thickness"—the last "thickness" that the men had worked home, or would he inspect every "thickness" from the roof downwards?—What I want is that each "thickness" be examined when it has been worked home, because the inspection that is made with the light and ladders meets what you are referring to.

1516. (*Chairman.*) Do you know of accidents which have happened through rock falling owing to men having left the pillars unsafe?—I think I have one instance before my mind now, and I do not think that the one who was at the quarry at the time knew who had left it.

1517. It had been left long ago?—Yes.

1518. And did an accident occur in consequence of that?—Yes. The accident resulted in the death of one man, and serious injury to another.

1519. Was it a fall of the side of the pillar or the roof?—It was from the pillar, close to the clay-slant. It was at the Middle quarry.

1520. (*Mr. Greaves.*) And when was that?—It was about 18 years ago. Of course that is only one instance.

1521. (*Chairman.*) Have you taken part in the fixing of ladders to inspect a roof?—Yes, I have been doing that work.

1522. Does it take long to put up a ladder?—It depends upon the height required.

1523. Say a ladder 50 feet long,—how long would it take to fix that?—It would not take very long.

1524. How long would it take?—It depends on the appliances you have on hand at the time.

1525. If you had one 25 yards long, how long would it take to put that up?—It would take a good half day.

1526. Only half a day?—Yes, with the imperfect appliances such as we have.

1527. (*Mr. Greaves.*) Only half a day?—Yes, to raise the ladders up, but there is work to be done after that.

1528. (*Chairman.*) Could you put the ladder up in that time?—Yes.

1529. (*Mr. Jones.*) Do you know what time it took to put up the 34 yards ladder lately in your quarry?—I think it took from three to four days. The time required varies a good deal, according as the length increases.

1530. (*Mr. Evans.*) Can you tell us to what you attribute the increase in the number of accidents as they are referred to in the statement which was made by the previous witness. The number is said to have increased during the last 10 years from 32 to 48 per cent.—how do you explain that?—I believe it is through falls of rock. I think that is the explanation given, and it also agrees with my experience.

1531. Were they falls from pillars, or from the working places?—I cannot say. The only thing I can say is, that the falls are more numerous, as far as my experience goes, from the pillars than from the roof.

1532. You admit it is very important to know that, because one is under the care of the owners and the other is under the care of the workman?—The only examination the workman can make is within a distance of 3 or 4 yards. The falls are generally from places which are not within the reach of the men.

1533. Then you cannot say whether this increase in the number of accidents of that description has been due to falls from places which were out of the reach of the workmen?—No, I cannot. I can only say that the statistics show that they are due to falls of rock.

1534. But "falls of rock" is a very wide term, and includes cases where a man is standing under a rock?—I did not know that.

1535. (*Mr. Jones.*) You remember Mr. William C. Williams giving evidence?—Yes, I do.

1536. He stated in his evidence that the majority of these falls were from the breast,—you do not agree with him?—No, I do not. At any rate, I have nothing in my experience pointing to that.

1537. (*Chairman.*) Are you aware that out of four fatal accidents that have happened this year from falls of ground, only one has happened from an unexpected fall of slate from the side of a chamber?—I only know of three accidents of that kind this year,—one from a fall from the fore-breast, another in the Upper Oakeley from a fall from the pillar, and another from the fore-breast.

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1538. No, there have been four this year, and out of the four, only one has been owing to an unexpected fall from the side of a chamber or pillar?—Yes, that is so.

1539. (*Mr. Jenkins.*) As regards the accident in the Lower Oakeley quarry, was there anything in the circumstances to explain its occurrence, besides the fact that it came from the face of the rock?—I believe it occurred owing to want of care on the part of the workman, as far as I know.

1540. Was the chamber open through at the top?—No, it was not.

1541. Are these kind of chambers rather dangerous to work in in that way?—Yes, they are, but that accident need not have occurred of necessity. It was low enough down, and it was not that hole that the men had blasted at the time.

1542. But in the present case it was impossible to work it otherwise?—Yes, it was. I would like to suggest one improvement while you are on that point. When there are chambers like that with no opening at the top, when the men have driven from 10 to 15 yards, it is very inconvenient after blasting. There ought to be a place for the men to go to.

1543. (*Mr. Evans.*) Do you mean after firing or after the blast?—After the blast, because the men have to go up to face any danger there may be.

1544. Are non-fatal accidents numerous, as far as you are aware?—Yes, they do take place, and a good many of them sometimes.

1545. I suppose they occur from the same causes as the fatal accidents?—Yes, they do, generally speaking.

1546. (*Mr. Jones.*) What would you suggest would be the remedy for doing away with the necessity of the men going up to face the loose rock after blasting, which you referred to just now?—The roof ought to be higher up by three or four yards, or it ought to be widened a little higher up, so that two men may have a safe place to go to.

1547. Is it not your practice to let three or four yards of the roof remain without being widened, so that it may be a shelter for the men?—No.

1548. What would be your remedy?—There is nothing except to roof higher up and turn a little bit of one side. It might be pretty safe.

1549. Suppose you leave the clay-slant unworked, would it not be a sufficient place for them to go down and turn there for safety?—No.

1550. And for them to go out from under the roof and turn in?—Yes, it would.

1551. Is that not your general practice always?—We never make any provision, as far as I know. To the miner it is a question of being ordered to do it, and paid for doing it, but to the rockman it is a question of safety.

1552. (*Mr. Evans.*) Have you anything more to say to us about inquests?—Yes, I believe it would be a very great advantage to have men on the jury of the same occupation as the deceased. It would help to arrive at the truth with regard to the cause of the accident. The questions sometimes asked of the witnesses are rather irrelevant, and a man who does not understand the work may ask questions in a way which is not intelligible. It is very often difficult to get at the truth in such matters, and the presence on the jury of a few practical quarrymen would be of very great assistance.

1553. (*Chairman.*) Would you suggest that the coroner should give instructions to the police to summon a certain number of practical quarrymen to be on the jury at inquests upon quarrymen?—Yes, I would, most certainly.

1554. (*Mr. Jenkins.*) Would you suggest anything else as to inquests?—There is nothing else, as far as I can remember now.

1555. Do you know that there is considerable reluctance on the part of men to give evidence?—Yes, under some circumstances there is.

1556. (*Mr. Greaves.*) Is that at inquests?—Yes.

1557. (*Mr. Jenkins.*) And legal proceedings generally?—Yes, that is so.

1558. (*Mr. Evans.*) Do you know of any instances where men were unwilling to go and give evidence before the magistrates?—Yes, I know of cases where they felt a reluctance in coming forward.

1559. (*Mr. Greaves.*) Can you give us an instance?—I should not like to bring forward the names of persons.

1560. On what occasions was there a reluctance?—In cases of accidents. It is quite a common thing to hear men say, "I don't wish to go and give evidence." They are weak men, and they are afraid that it will affect their circumstances.

1561. Can you give us instances?—I prefer not to gives names.

1562. (*Mr. Jones.*) Can you give us an instance without giving the names of the men?—Yes, one was in the case of the Welsh Slate Quarry.

1563. (*Mr. Greaves.*) And when did that occur?—About eight years ago, or perhaps it is more.

1564. And what were the circumstances?—The family of the deceased were asking for damages. There had been a fatal accident, and there were witnesses who were to be called, and they came forward to give evidence, and they say that they had to suffer for so doing to the end of that management.

1565. They say so?—Yes. Of course I am not responsible for the statement. I am simply relating what those people say.

1566. (*Mr. Jenkins.*) Is it a fact that it is generally said in the neighbourhood that it is not safe for the men to come forward to give evidence?—That is the impression in some cases. There are some who are afraid. I cannot say what is the reason for that, unless it is that some of their relatives or friends have suffered in the past, we know not for what.

1567. (*Mr. Greaves.*) What cases do you refer to?—Any cases which call for the attendance of the men as witnesses. It is a difficult matter to get them to attend to give evidence even before this Committee, and for the very same reason.

1568. (*Mr. Evans.*) Do you think there is any real ground for fear?—The best proof I have is that the men are afraid to come forward and give evidence, and the reason they give is that they are afraid they will have to suffer, the same as their leaders have had to do.

1569. (*Mr. Greaves.*) We have had several witnesses here who have stated that there is no ground for that belief, and that they do not know of any instance of that kind. Were they stating what was not the fact?—The statement I have made was made at the committee meeting of the workmen. It was said that no men would come from some of the quarries, and some of the men who have been appointed to give evidence on behalf of the men refuse to come for the same reason. I should like to add that that statement does not apply to the Oakeley quarries.

1570. (*Chairman.*) You say that in the case of the action against the Welsh Slate Company the men were afraid to come forward to give evidence in an action for compensation. Were legal proceedings taken against the Welsh Slate Company in order to recover damages in respect of an accident?—Yes, there was an action, and that is what I refer to. Of course the Company has ceased to exist since then.

1571. But you say there was an action?—Yes, there was an action brought against the old Welsh Slate Quarry Company.

1572. (*Mr. Jenkins.*) Was it an action to recover damages, or proceedings taken by Dr. Foster against the Company?—I think it was Dr. Foster that took the proceedings.

1573. (*Mr. Jones.*) Then do you wish to correct your former answer; you stated just now it was an action to recover compensation?—Yes, I do. The family meant to come in after Dr. Foster, and the witnesses who came forward say they had to suffer afterwards for the evidence they gave on that occasion.

1574. (*Mr. Jenkins.*) It is suggested that walls should be erected in the middle of the disused levels instead of fencing?—Yes.

1575. What do you mean by that?—When the level has been worked out I would recommend that a wall should be built right across in the middle of the level. In some cases there may be a chamber on both sides, and there may be danger from blasting. About two months ago there were two powder chests in a level, and the two chests were broken by a blast, and if there had been any men near there would have been a fatal accident. I want a wall to prevent anything passing.

1576. What is the difference between a wall and a fence?—A fence will never keep men from going

through, but a stone wall would, and nothing else could pass through.

1577. You are speaking of a fence as it is made now?—Yes.

1578. (*Chairman.*) You say that stones pass through the present fences?—Yes.

1579. And men have before now taken advantage of the fencing to go over it to relieve their bowels?—Yes, and they very easily fall over and have done so.

1580. Would it not be advisable to leave a passage for the agent to go through to make any inspection that may be required?—No, I think not. It would be seldom required. The wall could easily be pulled down if that were needed. If the wall were in the middle it might be a protection for the men after firing.

1581. (*Mr. Evans.*) You say care should be taken to ensure accurate evidence being given at inquests?—Yes.

1582. What do you mean by that?—I cannot point to any instance; but the general complaint is that sufficient care is not always taken to bring forward the most important witnesses at the inquests. No one is ready to come forward with instances of that kind of thing, but it was mentioned at our meeting as being an important matter, and one that should be laid before this Committee.

1583. (*Mr. Jenkins.*) If there is any fault there, it lies with the policemen, does it not?—I cannot say whose fault it is.

1584. (*Mr. Evans.*) But as a body of workmen your opinion is that there should be more care taken in that respect?—Yes, that is so.

1585. Do you think that the workmen as a body should have the right to appear at inquests?—Yes, I believe it would be of advantage.

1586. (*Mr. Jenkins.*) And that they should be represented by counsel or solicitor if they wish?—Yes, if there is any necessity for it, so that there should be no room for suspicion. Our opinion is that everything should be conducted as openly as possible.

1587. A suggestion has been made with regard to cranes; what is your view about that?—It is a difficult matter to decide. It would be well to have a brake, or something of the kind, to act on the crane, so as to prevent accidents. I do not know whether engineering skill has done its best in that direction or not. At Bryneglwys, Abergynolwyn, they have a winch.

1588. (*Chairman.*) Would you suggest a brake on the cranes as used at those quarries?—Yes; but it should be a more practicable one than the one that was tried.

1589. Did they try a brake before?—Yes; I did not see it, but I have been told about it. It was not practicable.

1590. Are you sure that a brake was supplied?—So I was informed, but I cannot speak from my own knowledge.

1591. (*Mr. Jenkins.*) You heard the evidence of Mr. W. C. Williams?—Yes.

1592. Do you agree with what he said as to the special rules?—I agree with him in some respects. There ought to be an improvement in them. The rule as to the wooden rammer, for instance, is quite impracticable. With the powder, when we charge a hole, we have a wad of straw or something of that kind, and then we have the powdered slate on that, so that there is no danger from explosion in that way; in fact, I have never heard of any accident in connexion with that. With regard to keeping unused powder in the bugles, I think the object would be gained if the men were ordered to place the bugle in a place beyond the reach of the blast. It would be quite as safe there as it would if they took it to the chest, and it would be much more convenient for the men.

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1593. Do you agree with Mr. W. C. Williams as to the rest of his evidence?—No, not exactly. I believe you may make additions to the rules. Rule 46 is too indefinite, but the suggestions which were laid before you by the previous witnesses would meet that.

1594. (*Chairman.*) You mean with regard to the periodical inspections?—Yes, and also as to the different thicknesses.

1595. (*Mr. Jones.*) Does it strike you, as a practical man, that the 46th Rule was ever meant for a slate quarry?—I do not know indeed. It does not look like it at any rate. The word "frequent" or "often" is much too vague. If a man goes to America three times in five years he goes there often, and if he goes to a public-house three times a day he goes often. The word is much too indefinite.

1596. (*Chairman.*) Have you anything else to say?—I do not quite agree with one statement that has been made before you. It was said that a rockman became an experienced man in two or three years, but I do not believe that any agent who understands his work (and I know that many of them do) would approve of that statement. It requires a man to be working for four or five years at any rate before he can be considered a good practical rockman. A man ought to be taken as young as possible to work on the rock, and if possible he should have some experience as slate-maker before going to work under-ground.

1597. (*Mr. Jones.*) What do you mean by saying that they should commence "as young as possible,"—what do you say with regard to boys?—I consider that boys ought not to go to the quarry at all under 16 years of age. They should then work at slate-making for three years, say until they they are 18 or 20 years of age, and then they may be sent to work under-ground as rockmen. In that way they may become experienced and practical workmen.

1598. (*Mr. Evans.*) Do you believe that the quarry proprietors suffer from men who are not competent?—Yes, I do, and I can give instances of that, if necessary.

1599. To a great extent?—Yes.

1600. And I suppose you consider that their partners suffer to some extent as well?—Yes, they do, under some circumstances.

1601. Is it your opinion that, in consequence of their inability to look after everything in connexion with their work, these men bring accidents upon themselves and their fellow workmen?—Yes, they are very liable to do that.

Mr. William Morris examined.

Mr. W. Morris.

1602. (*Chairman.*) Where do you live?—At Talsarnau.

1603. What is your occupation?—Rockman.

1604. And how long have you worked as a rockman?—For about 29 years.

1605. Did you work above ground at the quarries before that?—I was not working as a slatemaker.

1606. How many years have you worked altogether in the slate quarries?—For about 32 years.

1607. Where are you working now?—At the Oakeley quarries.

1608. Have you any suggestions you can make to us for the prevention of accidents?—No, I have nothing new to suggest, but I can confirm what has been said by my fellow workmen.

1609. Do you think the rock is getting less safe as you get deeper?—Yes.

1610. And what is the reason of that, do you think? There is more weight thrown upon the pillars. That is the only way I can explain it.

1611. But is not the rock itself more solid as you go down?—Yes, as a rule, it is more solid.

1612. May not that improvement in the solidity be sufficient to counteract the extra weight?—It is the "scribing," as a rule, that makes it unsafe.

1613. (*Mr. Evans.*) Do you consider that the rock at a great depth is more subject to "scribes" than it is at a higher point?—Yes, I believe so.

1614. And to what do you attribute that?—To the pressure.

1615. Is there anything in the nature of the rock that you think may be the cause of it?—I do not know; but we do not complain of "scribes" when the chambers are near daylight.

1616. Do you think that the solid slate rock is more subject to "scribes" than a softer one?—It is sharper as a rule.

1617. Do not you think that that will make it more subject to "scribe"?—There must be something that causes it to "scribe" as it does, and I believe myself that it is the pressure.

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1618. And nothing else?—I cannot say.

1619. (*Mr. Jones.*) You do not mean to suggest that a soft rock will stand more pressure than a solid one?—It is more pliable.

1620. Then do you think that a more pliable material will stand more pressure than a solid one?—I think it is better against "scribing" and becoming dangerous.

1621. (*Mr. Jenkins.*) Is it to that fact that you put down the greater "scribing" at the bottom of the quarry compared with that at the top?—I believe that is the reason.

1622. Tell us the reason?—As it goes deeper there is an increase of pressure. If you remove the pressure from one place it is bound to go to another. They never complain of "scribing" when they begin opening new chamber.

1623. Did you hear Richard Griffiths give evidence here to-day?—Yes, I heard part of it.

1624. Do you agree with the evidence he gave?—Yes.

1625. The whole of it?—Yes, as far as I remember.

1626. I believe reference was made in the suggestions to the water on the face of the rock?—Yes.

1627. Would you recommend that something should be done to that?—Yes, I would.

1628. By what means would you do away with that water?—By making dams to prevent the water flowing over the rock.

1629. Where would you make the dam?—In a convenient place to divert the water, so that it would not flow over the rocks.

1630. Would not that be a very expensive method of dealing with it?—No, I think not.

1631. Do you think it would pay?—Yes, I am sure it would.

1632. Why do you think that?—The men could do more work on the bargains if the place was made dry around them.

1633. (*Mr. Jones.*) Do you suggest draining the water or making a pool, or how?—I mean that the course of the water should be changed.

1634. To drain it?—Yes.

1635. (*Mr. Jenkins.*) You would put a dam across the chamber above?—If that will answer the purpose it can be done. I have seen that done, and I have also seen the water turned back in a contrary direction.

1636. (*Mr. Evans.*) Does this water come in a great quantity?—I do not hear any complaints as to that at the quarry at the present time.

1637. When it gets down to the tunnels does it accumulate and make the place wet for the men to walk through?—No, they cut ditches in them along the side of the level.

1638. If there are tunnels anywhere where the men have to walk through them, and the water wets their feet, you think that is a thing that should be condemned?—Yes, I do.

1639. (*Mr. Jenkins.*) Are there any privies where you work?—Yes, there are some; but not many in the part of the quarry that I am acquainted with.

1640. Do you work under-ground?—I work in the "fall."

1641. Where do you get your supply of drinking water from?—It trickles along the rocks from a well.

1642. Is there any danger of that becoming polluted?—There is a complaint about it.

1643. What sort of an eating-house have you?—It is a very good one.

1644. Would you recommend that the same kind of eating-house be provided generally?—Yes, I would. It would be a great comfort to the men.

FOURTH DAY.

At the Cocoa Rooms, Blaenau Festiniog, 21st December 1893.

PRESENT:

DR. C. LE NEVE FOSTER IN THE CHAIR.

MR. J. E. GREAVES, J.P.	MR. J. J. EVANS. F.G.S.
MR. E. PARRY JONES, J.P.	MR. JOHN JENKINS.

Dr. R. D. Evans.

21 Dec. 1893.

Dr. R. D. EVANS, Blaenau Festiniog, examined.

1645. (*Chairman.*) You are a physician and surgeon practising in Blaenau Festiniog?—Yes, I am.

1646. What are your qualifications?—M.R.C.P. and L.R.C.S. Ed. and L.S.A. London.

1647. How long have you been practising here?—I have been here for 18 years, and for the last 16 years as a fully qualified practitioner.

1648. Have you had much experience with the men employed in the quarries?—Yes, I have. My practice has been almost entirely confined to the quarrymen and their families. The most common ailments that I have treated are those of the respiratory organs, the digestive system, rheumatism in its various forms, such as lumbago, sciatica, and rheumatic fever. I have examined this week the counterfoils of my death certificates for the last 10 years, and I find that in that period there were 157 males who died above the age of 16 years, the average age at death being 50·75. Of that 157, the deaths from diseases of the respiratory organs numbered 78, being nearly half the total number of deaths. The number of deaths from consumption (*phthisis*) was 38, the average age of those dying from that disease being 40·5. The deaths from consumption represent a percentage of 24·1 of the total deaths amongst males. The number of deaths from pneumonia was 20, which is equal to 12·8 per cent. of the total. There were also 20 deaths from other affections of the lungs. During the same period the deaths amongst females numbered 129, the average age being 47·8. Diseases of the respiratory organs accounted for 31 of these deaths. Phthisis was the cause of 15 deaths or 12 per cent. of the total, and the deaths from pneumonia were 6, equal to 3·5 per cent. of the total. The great disproportion between the deaths of males and females from respiratory diseases, I attribute to the employment of the men, which necessitates their working in dusty and smoky atmospheres and being often exposed to draught when heated. Their diet and home surroundings are similar to those of the females.

The most common accidents I have met with are simple fractures and injuries to the head. The fractures in most cases are produced by rock slipping, and the head injuries from small pieces of rock falling from the roofs of the chambers or from the sides of pillars, and also from being struck with the handles of the cranes. Blasting accidents are also of frequent occurrence. The injuries amongst the slate-makers are mostly injuries to the hands.

With regard to the sanitary conditions at the quarries, I am informed that there are scarcely any privies provided in any of them, with the single exception of Llechwedd Quarry. In one quarry, in which 1,600 men are employed, there are nine privies, and the majority

of these are in a filthy condition and scarcely ever used. The excreta from such a large number of men must be enormous and a nuisance, apart from the possibility of the excreta contaminating the water that the men may drink underground, and thus cause typhoid fever, of which I have had experience. In addition to this there is the danger of exposing a portion of their body when heated in all weathers, which in my opinion is often the cause of the cases of congestion of the kidneys, and the large number of cases of lumbago and sciatica met with here in the winter and during the prevailing cold easterly winds of the spring.

The water-supply in all of the quarries is also not what would be desirable, being mostly stored in tanks, and not conveyed through pipes properly jointed; in several instances it runs from its source along open ditches, in which it is very liable to become contaminated.

In my opinion the barracks ought to be looked after more stringently by our Local Sanitary Authority. They are overcrowded and badly ventilated, and scarcely ever thoroughly cleaned. During the last month I had a case of infectious disease in one of these barracks, which was small and had too many occupants. Such cases, when they occur, are a source of danger to the neighbourhood, as the patients are often taken to their homes much sooner than they ought to be, and before they are free from infection. This is a source of danger to fellow passengers in the trains and public conveyances in which the patients travel. This urgently calls for the establishment of an infectious diseases hospital for the district.

The men are, generally speaking, strong, and free from a tuberculous or scrofulous taint, and as Dr. Roberts, the Factory Medical Inspector, stated yesterday, only strong and healthy boys are certified by him for admission to the quarries. They live a healthy and abstemious life, with the exception of constant inhalation of dust whilst at their work, which I consider injurious.

I am strongly of opinion that travelling long distances daily to and from the quarry is most injurious to the health of the men who follow that practice. I find that 177 men come to the quarries daily by the Festiniog Railway from Penrhyndeudraeth, 25 daily from Minffordd, 20 daily from Portmadoc, and about the same number from Tanybwlch. These men travel 16 in a carriage, and the dimensions of one of these carriages, as taken roughly by me the other day, are as follows:—Length, 3 yards 19 inches; width, 1 yard 23 inches; and height, 1 yard 21 inches, giving a space to each man of only 15·44 cubic feet. The carriages are ventilated by three square openings on each side, which open behind the nape of the neck of the passengers, and this must be extremely liable to give them chills and wry necks. Out of a total number of 601 who had sick pay from the Oakeley Quarry fund last year, 251 were men who travel by train; that is to say, nearly one half of the total number of those who received sick pay. The number of Oakeley workmen who travel daily by train is 450, as against about 1,100 who live in the district. The percentage of those who were on the sick list last year among those who travel daily by train is therefore very high, as compared with those who live in the district, being 251 out of 450 in the case of the former, and 349 out of 1,100 in the case of the latter. Many of the men who travel by train do a day's work before they get to their work at the quarry, and so have already fatigued themselves before their day's work is commenced. They return home late and rise early, and this must greatly curtail their sleeping hours. Men who, on a wet day such as this, walk from Tremadoc to Portmadoc, and then travel by the Festiniog Railway, cramped up in these so-called carriages, which are really no better than trucks, and who have afterwards to walk from the station to the top of the Oakeley, or the Cwmorthin, or the Votty and Bowydd Quarry, have really exhausted their muscular energy before they get to their day's work. Men who go through this fatigue every morning cannot possibly give a fair day's work for a fair day's wage. They also injure their health, for they take their breakfast early and are in a state of semi-starvation until they partake of their so-called dinner at mid-day, which principally consists of bread and butter and tea. Their night's rest, also, must be very inadequate under such conditions as these. It cannot be within hours of what a working man ought to have, which is supposed to be about eight hours. I was going this day week by the 3.40 train to Tanybwlch, and I saw some quarrymen waiting about at the station. They were dripping wet, and I spoke to them. They told me that if they had wished they could have gone home by the 1 o'clock train by paying 4*d*. extra, but they did not care to do that, as they thought the weather might clear up. The consequence was that the men—eight in number—had to remain at the station in their wet clothes for some hours, without even a fire being provided for them, in fact, they were treated more like animals than human beings.

1649. (*Mr. Greaves.*) That was the Festiniog Railway?—Yes, at Duffws Station. They were at the station before 3.30 to my knowledge. They asked the porter for a fire, and he said there was none for them. They had probably been waiting since 2 o'clock, if not before that. It is frequently the case that the men have to lounge about for hours in their wet clothes. In the summer months, again, the workmen's train is left until the last, and instead of leaving at 6 perhaps they leave at 6.45. If the men keep up the habit of going home every evening, the railway arrangements ought to be taken into consideration. For my own part, I would like to impress upon the men the importance of living near their daily work, and if there be scarcity of houses the employers ought to build proper houses in the neighbourhood of the quarries for the men, and let them at a fair rent.

With regard to ambulance work, a knowledge of how to check hemorrhage is of importance to the men. Tourniquets ought to be supplied on all the floors, and men taught how to employ them. The last accident I had, about a month ago, was a case in which death was almost directly due to bleeding. It was a case of compound fracture, and the man had really almost bled to death. The men of course had done their best with the knowledge they had, but they would have been able to do much better if they had been properly instructed in ambulance work.

The men and their families are comfortably housed in houses that they mostly own themselves, and which are model working-men's houses. The few houses that I consider deficient in accommodation in most cases belong to the employers. I produce photographs of some of these houses, but not of the worst of them, as, owing to the inclemency of the weather, they could not be taken. These are houses which I think ought to have been condemned by our local authority years ago, being generally damp, and too small for the inmates; and lacking sadly in ventilation.

The men are of highly moral and temperate habits, and diseases and deaths brought on by intemperate habits are exceedingly rare among them. More care in the matter of changing under-clothing and damp clothes would be desirable, and more frequent ablutions would also be of assistance in maintaining the health of the men. A better knowledge of general hygiene, also, would be of considerable advantage. At present we have no facilities for the men in the way of baths. I consider we ought to be provided with public baths, if we are to progress with the advance of sanitation and hygiene in these days. There is no doubt that a public bath in such a populous district as this would be a great acquisition, and ought to be considered by the Local Board.

With regard to the question of diet, I do not believe that the people here live quite so sparingly as is generally supposed. I do not think there is a town in North Wales of its population in which the inhabitants eat so much meat and drink so much milk. On an average from 1,800 to 1,900 gallons of milk are sold here every week, and not far from 15 tons of meat.

It is essential that there should be a proper and pure supply of water to various places in the quarries, where the men in the hot summer months may quench their thirst without running the great risk of taking contaminated water. Owing to the large rainfall here—from 80 to 100 inches annually—the fæces on the surface are washed away, otherwise the accumulation of them during the years would have been immense; but the polluted rain-water percolates through crevices, and a quantity of it runs to the under-ground workings, and there probably is often drunk. In the summer time I have noticed that we have a great number of men who are attacked with diarrhœa and vomiting (English cholera), which we cannot attribute to the eating of unripe or bad fruit, inasmuch as the men do not eat anything of that kind. They cannot get anything of the kind in the quarries, and they do not buy it at the shops in the village. I attribute it to the men drinking water which was unfit for them. I was here yesterday when one witness stated that the men took water to drink which they had been warned by an official not to take. In that very

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quarry the officials themselves, I am told, get their water a distance of one mile away, from a spring at Talyweunydd, whereas the men drink water that they have been warned not to drink.

1650. (*Chairman.*) According to your figures, one half of the males died from diseases of the respiratory organs, and only about one quarter of the females?—Quite so.

1651. And you attribute that difference to the occupation of the men?—I cannot attribute it to anything else. The mortality tables of males and females throughout England and Wales, as compiled by the Registrar-General, show that more females die from diseases of the respiratory organs than males. The report of the London Hospital, on the other hand, shows that the males have a larger per-centage of deaths from those diseases, but the per-centage is not so large as I have found it to be at Festiniog.

1652. Have you prepared any tables showing the proportion between the men employed above-ground as compared with those who work under-ground?—No, I have not. I could not do that very well from the nature of our death certificates. We are not asked to give the occupation, simply the name and residence and when last seen; but from memory I have no hesitation in saying that the majority of the deaths from consumption have been among men working in the sheds, and the majority of the pneumonia cases have been among the men who work under-ground.

1653. What would you suggest in order to make the sheds healthier?—To diminish the dust. In what way I cannot say. There is no doubt the men work in dust all day long. They are as it were in an atmosphere of dust, and deaths from respiratory diseases are always high when men inhale dust. There is a great difference between slate dust and, say, coal dust. If you look at the dust of stone and the dust of slate under the microscope you will find sharp angular points in both, whereas in the dust of coal you will find rounded corners, which makes the dust very much less irritating to the respiratory passages.

1654. Leaving apart the nature of the dust itself, are there more particles in a slate mill or in a flour mill?—Apparently there are most in the flour mill. The slate dust is not quite as visible, except in the summer time. I have been in these slate mills in the summer time, and the whole place has been a cloud of dust.

1655. Do you think there is more dust in the summer than in the winter?—It is seen more. The dampness of the atmosphere in winter may be the means of keeping it down as it were, so that it does not float so much in the air than as it does in the dry summer months.

1656. I understood you to say that a case of typhoid fever had been caused by drinking impure water in one of the quarries?—Yes; there was one case which I investigated with Dr. Rees, the Medical Officer of Health. It was notified to him before the Act was adopted, some years ago. I arranged to meet him at Trawsfynydd, and we investigated the case together. We went to the man's house, and found that in order. There was no other case about, so that there could not be a common cause for the disease, and after endeavouring to trace the cause of the disease in every possible way, we had it from the man himself that he was in the habit of drinking water from a certain part of the quarry underground. Last year I had another case, which was also investigated by Dr. Rees and myself, and we could not trace it to any other cause than the man being in the habit of drinking water dripping down the rock; men underground have no other means of obtaining water in any of the quarries.

1657. Were there any other men drinking the same water who did not get the typhoid fever?—They would probably not drink from the same spot. You have it dripping here and there.

1658. You were telling us about the men from the Oakeley Quarry who travel by rail, and you said that something like half the number had been on the sick fund last year. Were they suffering from diseases which might have been caused by draughty railway carriages?—I cannot say anything as to that, because I did not attend them; I have only got the figures as I have just given them to you.

1659. Is there a dearth of house accommodation at Festiniog, and are the men obliged to live away?—At present there is a great scarcity of houses, especially during the last six months or so. At all events, that is my experience, and the rents are high.

1660. You referred to an accident which took place a short time ago, in which the man bled a good deal?—Yes.

1661. At the inquest it was stated that the bleeding was stopped within eight minutes from the time of the accident,—do you think that likely?—When I saw the man he was simply in a state of collapse from loss of blood.

1662. Do you think he would have been brought into that state by bleeding for eight minutes?—Yes, he might; he was a weakly man, and had bled a good deal about a year before, and he had not had his blood properly renovated afterwards. The things around the limb were saturated with blood, so that he must have bled a good deal. Of course he had been well attended to under the circumstances, but it was evident he had not been handled by skilful hands.

1663. (*Mr. Greaves.*) Have you ever noticed that the men go to work very often, and continue to work, when they have got a cold, and when they ought to stay at home to nurse themselves?—Yes.

1664. And that would account for many of the cases of pneumonia, and so on?—Yes, pneumonia, as a rule, comes on insidiously. The man is out of sorts for days before the real pain and chill takes him.

1665. I suppose your contention that dust is usually injurious is conjecture more than anything else?—No; it is not.

1666. You have no direct evidence, have you?—I have direct evidence by statistics throughout the country relating to all dust-inhaling occupations.

1667. But not as regards the quarryman particularly?—No.

1668. You have not examined the quarryman's lung?—No; we are not allowed to make a post-mortem examination.

1669. Can you account for the scarcity of houses here now?—There has not been much building going on here; I have heard that the land cannot be leased.

1670. You say it would be a great advantage to institute ambulance lectures?—Yes; I think it would be very desirable.

1671. In your opinion would the distribution of pamphlets on "first aid" be useful?—Yes, they would undoubtedly, provided they were not too elaborate. If the instructions given were simple, they would be very useful.

1672. Has that been done at the quarries?—Yes, I remember it was done about eight or ten years ago. Dr. Foster inaugurated the lectures.

1673. And in your opinion these pamphlets would be useful?—Yes, if they are prepared in Welsh, but they would be of no use without proper appliances. The appliances ought not to be kept at the office as at present. They should be kept on the spot, so as to be as near as possible when they are wanted. It is no use keeping them at the office.

1674. (*Mr. Evans.*) Have you compared the death rates from respiratory diseases amongst the females with those amongst the males in this district?—Yes, and I have given the figures in my statement. The deaths from diseases of the respiratory organs amongst the males are exactly double those amongst females. In the former case, the percentage is about 49 per cent. of the total number of deaths, and in the latter 24 per cent.

1675. So that the per-centage of males is double that of females?—Yes, from those diseases.

1676. In arriving at those figures have you taken the working ages?—Yes, I have only taken working ages.

1677. What ages have you taken?—From 16 years of age. There are none under 16.

1678. And did you take the females of the same ages?—Yes.

1679. It is your strong opinion that dust does affect the health of the quarryman?—Yes, it does, undoubtedly.

1680. You say you have no post-mortem examination to guide you?—No, we have not.

1681. Have you anything else that would fortify your opinion on that point,—can you name anything?—Comparing the percentage of deaths amongst quarrymen with the deaths amongst others who inhale matters in the air, such as wood-dust, or wool-dust, or cotton-dust, you will find that statistics prove that the rate of mortality among stonemasons and quarrymen is double that in those classes.

1682. Have you made any examination of slate-dust as compared with other dust, such as granite?—No, I have not. Slate dust is sharp and angular in comparison with others. I saw some of it to-day under the microscope and the angularity was very marked. You have colliers dying from chest diseases as well as the quarrymen, but the proportion among colliers is very small compared with quarrymen. This, I believe, is accounted for by the fact that coal dust is round and soft, and consequently not so irritating to the mucous membrane of the air passages.

1683. (*Mr. Jones.*) With regard to the death rate among the quarrymen, were you taking the figures for the district?—No, I took the figures relating to my own patients.

1684. (*Mr. Greaves.*) So that you are only speaking of your own patients?—Yes, that is all.

1685. (*Mr. Jones.*) But in your answer just now to Mr. Evans were you referring to the quarrymen throughout the kingdom, and did you include granite and other quarries?—Yes, I referred to the general statistics for the United Kingdom, which include granite and slate quarries.

1686. And when you were comparing the colliers with the quarrymen, were you taking into account the altitude that the quarryman works in?—I was talking to a medical gentleman last night who had been in the Rhondda Valley for two years. The altitude there, is, of course, not so high, but this gentleman told me he had not seen one death from consumption amongst the men there in that time.

1687. (*Mr. Evans.*) In the statement you made to us you did not refer to the quarrymen generally, but to your patients only?—In my statement I gave the average age and the per-centages and so on amongst my own patients.

1688. So you did not speak at all for the whole of the quarrymen?—When I said that the rate of mortality of quarrymen and slate-makers was higher than those in other dust-inhaling occupations I was referring to the kingdom generally.

1689. Did you make any distinction between the slate-makers and those working underground, or can you give us any figures on that point?—No, I have no figures with regard to that, but speaking from memory I believe that most of my consumptive cases were shedmen, but most of my pneumonia cases were underground men.

1690. And you have no doubt in your own mind that you have traced cases of typhoid fever to the drinking of impure water?—Yes, I have mentioned two cases which Dr. Rees and myself investigated, and we could not trace it to anything else than the men being in the habit of drinking water dripping down the rock.

1691. (*Mr. Jenkins.*) Your statement is based on the counterfoils of your death certificates?—Yes, upon my own death certificates for the last 10 years.

1692. What proportion does that bear to the whole of the quarrymen in the district?—Do you mean to the whole of the deaths in the neighbourhood?

1693. What proportion do they bear to the total number of quarrymen?—I have not made any calculation of that kind. I have simply gone through the counterfoils of my death certificates and found, for instance, that half of my deaths were due to diseases of the respiratory organs, and so on with the other diseases.

1694. And is that proportion of 50 per cent. from respiratory diseases a large proportion?—Yes, it is unusually large.

1695. What is the proportion of the men attended by you as compared with the total number of quarrymen in the district?—I have about 1,000 men who pay me monthly.

1695*a*. Out of a possible total of how much?—Out of a possible 3,500.

1696. That is about the total number of quarrymen in Festiniog?—Yes, I believe so.

1697. Therefore, the number of men you have is a large proportion?—Yes, it is.

1698. Would you make it a rule in these quarries, as is the case in the coal mines, that bandages and so on be provided for the use of the men?—Most certainly I would, and appliances for stopping bleeding, and so on, They should be kept in different parts of the works underground, and also in the sheds, and not merely in the office.

1699. (*Mr. Jones.*) You mean that they should not be kept in the quarry office alone?—That is so. They should be convenient for immediate use.

1700. (*Mr. Jenkins.*) I think you said that out of a total of 157 male deaths, 78 were due to diseases of the respiratory organs?—Yes.

1701. Do you include deaths from pneumonia in that 78?—Yes.

1702. Do you think that a weak chest, caused by the inhalation of dust, has a tendency to develop into pneumonia?—No, not into acute pneumonia. It may to a low form, but not to pneumonia as we speak of it. At least, I do not think so.

1703. (*Chairman.*) Are we to understand that the whole of the 157 are quarrymen?—Yes, they are the deaths of quarrymen exclusively.

1704. Have you compared the quarrymen with the non-quarrymen?—No, I have not. The non-quarrying class represents a very small number. We have really very few in this neighbourhood outside the quarrymen.

1705. The number would be too small to enable you to draw a fair comparison?—Yes, quite so.

1706. You have referred to rheumatism?—Yes.

1707. How can that best be prevented?—By wearing flannel, and that should be kept dry, as far as possible, and changed oftener than is the practice among the men generally. I fear that the general custom is for the men to work in two or three coverings of flannel, and to change only about once a fortnight. The result of this is that the flannels get cold and clammy, and the effect cannot but be injurious.

1708. (*Mr. Greaves.*) And he generally goes to bed in the same shirt that he works in?—Yes.

1709. And he keeps it on for a fortnight?—Yes. I believe it is a matter of habit, and for want of being properly taught. They think it is unsafe to change their flannels. They seem to be afraid of air or water getting into contact with their skin, apart from their hands and face.

1710. (*Chairman.*) Do you think the quarryman suffers from drinking bad tea?—I believe they drink too much tea, and that the tea they drink is not properly infused, but I do not think myself that half the indigestion is due to tea drinking.

1711. But some of it is, you think?—Yes, a great proportion of it.

1712. (*Mr. Jenkins.*) Have you taken special notice of the miners?—Yes. I have had three or four miners this last fortnight under my care. I have no statistics on the subject, but I believe the miners are more subject to what we call emphysema than the rest of the quarrymen. I saw two last Sunday, and both had marked emphysema. I made inquiries as to the place they worked in, and found they had worked for 30 or 40 years in levels.

1713. Have you made any inquiries as to the attitude of the body when the men are working?—No, I have not.

1714. Would you attribute the two cases of illness you have just referred to, to the inhaling of dust?—I would attribute certain forms of the complaint to inhalation of dust. I think that can be satisfactorily explained.

1715. Have you visited any parts of the quarries?—Yes.

1716. Were you in the underground workings?—Yes.

1717. What time of the year was it?—I do not remember. They have been so very rare, like angels' visits. I do not think I have been there more than three or four times altogether.

1718. Have you visited them at a time when they were very damp and smoky?—If I remember rightly, I have been in a chamber when the place was full of smoke. I understand that they are generally damp; I

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fear that many of the men work in dampness. Their feet get soaked in walking along. There are holes full of water, and the men often get their feet wet before they reach their chamber. I remember noticing pools of water here and there in the chambers.

1719. For how many hours do you think the men ought to work in such places?—I think that eight hours ought to be the highest limit for underground working, apart from dampness.

1720. Eight hours ought to be the limit all round?—Yes.

1721. (*Mr. Evans.*) Do you consider that it is a very injurious thing for the men to get their feet wet and work in that condition?—Yes, it is very injurious.

1722. And you consider that these things should not be tolerated?—I should say not, if they can be prevented in any way.

1723. You are aware, by report of the men, that such is the case in some of the quarries in Festiniog?—Yes, there is no doubt about it. The men can be seen returning home, even on a dry day, with their trousers wet. Very often they work in chains, and you have the rock slanting at a certain angle, and the water dripping. The man really works on a damp rock, and such a state of things cannot fail to be detrimental to his health.

1724. Which do you consider the most numerous—the injuries from things falling from above, or from rock slipping?—Indeed I have never kept any record, and cannot say anything on that point. The greatest number of injuries to the head I have had during the last three months have been crane accidents.

1725. (*Mr. Jones.*) I gathered from what you said at the commencement that the largest number of injuries is due to rock-slipping?—Yes.

1726. That is the impression your statement gave?—Yes. The men get a rock loose by blasting, and then they go into a wrong position and the rock falls down upon them. I believe that is often due to the negligence of the men, or to their want of skill.

1727. You were speaking just now of the dampness of the levels?—Yes.

1728. What about the droppings from the rock?—I think that it is most injurious to the men who live on them, as it were, all day. In a great many bargains, I understand, they lie on them all day.

1729. (*Mr. Greaves.*) Standing on them?—Yes.

1730. (*Mr. Evans.*) Do the men lie or stand?—From what I understand, they are lying part of the day.

1731. (*Mr. Jenkins.*) Have you frequently heard men complain that they work on rocks which are streaming with water?—No, I have not heard of that, but I have heard of men working on rocks which were very wet.

1732. Not streaming?—I have not heard that.

1733. But if they do work in places of that kind what would be the effect?—The effect perhaps would be pneumonia or rheumatism in its various forms. I believe a great number of underground men suffer from chronic rheumatism. They get very stiff about the joints, and they often suffer at an early age from rheumatic arthritis.

Mr. R. Roberts.

Mr. ROBERT ROBERTS examined.

1734. (*Chairman.*) You live at Blaenau Festiniog?—Yes.

1735. And you are the resident manager of the Oakeley quarries?—Yes, I am.

1736. How long have you been a quarry agent or manager?—For about 21 years.

1737. Are the Oakeley quarries the largest in the district?—Yes, they are.

1738. About how many men do you employ?—About 1,650.

1739. That would be very nearly half the quarrymen at the underground quarries of Merionethshire?—That I cannot say, but it is not very far from it, I believe.

1740. It is somewhere near the half?—Yes, it is.

1741. I believe you have drawn up some notes for the benefit of the Committee?—Yes, I have, and I have arranged what I have to say under different headings.

Prevention of falls.—In my opinion the best means of preventing falls from the walls and from the roofs is for the management and the workmen to exercise all the care possible, the workmen on all occasions to make safe their respective working places before they leave them; frequent inspection to be made by both the management and the workmen; in fact the special rules should be carried out with care and attention by both the management and the workmen, special attention being paid to rules 48, 82, 83, and 85, which read as follows:—

Rule 48. Managers, assistant managers, and foremen. "He shall specify the width of the chambers or "openings in the slate vein, and the width of the "pillars between the chambers, and shall see that the "proper proportion of pillar is not lessened as the "work progresses. Should any pillar show signs of "giving way or falling, he shall either withdraw the "men or see that sufficient measures are taken for "their safety. He shall see that the roof of each "new chamber is left in a safe condition by the "*miners* before any slate is allowed to be worked "underneath."

Rule 82. Miners, rockmen, quarrymen, and all other work-persons. "He shall before commencing "work, and during the course of it, especially after "blasting, make a careful examination of his working "place and remove any loose rock, stones, or ground "that might be dangerous."

Rule 83. "He shall not leave open any rail or other "fence at the top of any shaft nor below ground at "any entrance to any shaft from any level, cross-cut, "or such like place between the top and bottom of "any shaft, nor on any bridge, nor at the entrance "to any disused bridge, or dangerous opening; and "he shall report to the assistant manager when he "observes that any fence to any of the above-mentioned places is wanting or insufficient."

Rule 85. "He shall not put anything in the way of "the air-current, or disarrange any appliance for "directing the ventilation of the mine, or any part of "the mine. If the air be slack, so that candles will "not burn freely when placed upright, or if he perceive "any unusual quantity of water, or any insecurity of "roofs or sides, or of other parts of the workings, or "any breach of the Acts, or of these rules, or any-"thing that may appear unsafe or likely to produce "danger, he shall forthwith report it to the manager, "assistant manager, or foreman in charge, who shall "not allow work to be resumed, save in cases of "emergency, until proper ventilation has been restored "or the place made secure."

But to stop falls altogether is, in my opinion, impossible, because they are brought about by natural causes and forces which are, in my opinion, inherent to underground mining. For instance, the output from underground operations alone at the Oakeley slate quarries since the amalgamation in January 1888 amounts, in round numbers, to 4,500,000 tons. This, in my opinion, must of itself be a disturbing element within the mountain, because the method of working means removing (roughly speaking, 60 per cent. of the mountain) that which nature has provided for its support, and which is inseparable from the chamber and wall mode of underground mining. I am of opinion also that no better mode of underground mining of slate quarries can be adopted with the slate formation lying at an angle of 30 or 31 degrees in the Oakeley quarries and its pillaring line bearing about 13 degrees east of north.

Each chamber, in getting deeper (by "deeper" I mean being wrought towards the underlying "hard"), and longer, would tend to cause a movement; but more especially in faulty ground, jointy rock, the faces of "bevels," and at and about the faces of all "slants"; and, moreover, the pressure or weight of the mountain above, which the walls have to carry, would tend to and bring about "scribing" or scaling of "walls," aggravated by vibrations, brought about by blasting.

Inspection.—The inspection of slate quarries should, in my opinion, be left to the supervision of one department, and not as at present. At present the supervision of Dr. Foster and Mr. Richmond, the Factory inspector, overlap and tend to misunderstanding and some confusion. With a slight re-organisation, I fail to see why the factory inspector, the explosives inspector, the inspector of weights and measures, and the detonator inspector, should not be merged into one,

in so far as the slate quarries are concerned, *i.e.*, under the Mines Regulation Act.

Special rules.—Rule 73, in my opinion, should be modified. I would suggest that the rockmen should not be compelled to use wooden rammers except when using gun-cotton or gelignite.

Greatest vertical height.—The greatest vertical height of chambers is about 220 feet (*vide* section which I put in Plate V.), and the greatest thickness of our principal vein is about 180 feet.

Alleged undercutting of walls.—Were the walls cut on the natural line of pillaring it would come to 1 in 4, or 1 in 5 from the vertical line.

Number of chambers, and average length of platforms and of walls.—With the view to show you the extent to which the mountain is honeycombed, I will give you the number of chambers in the Oakeley quarries. The total number of chambers is 569, and the number in working is 149. The platforms (*see* question 1754) vary in breadth from nil to about 100 feet in a few cases on I and K floors, and the walls vary in length from a few hundred feet to 1,000, 1,500, 1,800, and 2,000 feet.

Accidents.—I have tabulated the accidents at the Oakeley quarries for the last three years, as follows :—

Cause.	Non-Fatal.			Fatal.	Total.
	Lower.	Middle.	Upper.		
Explosion	10	4	2	—	16
Crane accidents	4	6	5	—	15
Stone from fore-breasts	3	3	2	1 (Lower.)	9
Wagons and sleds	4	3	1	—	8
Rolling of stones in fall.	2	2	2	1 (Middle.)	7
Falling from and over fore-breasts.	2	—	3	—	5
Falls from walls	—	—	1	3 (Upper.)	4
Inclines and machinery	3	—	—	—	3
Pieces from blasts	2	—	—	—	2
Bursting of water-gauge	—	1	—	—	1
Miscellaneous	—	1	—	—	1
Falls from roof	—	—	—	—	—
	30	20	16	5	71

I give the figures for the last three years, because it it is only during that time that I have entered them in a book, where I can always get at them easily.

Inquests.—I am of opinion that slate quarry managers should be allowed to attend inquests, and be allowed to put questions to witnesses as a matter of right, in the same manner as colliery managers are allowed to do in the Coal Mines Regulation Act.

Hospital.—The hospital is kept up at the expense of the company, the workmen who meet with accidents at the quarries being admitted free of charge. The number of beds is 12.

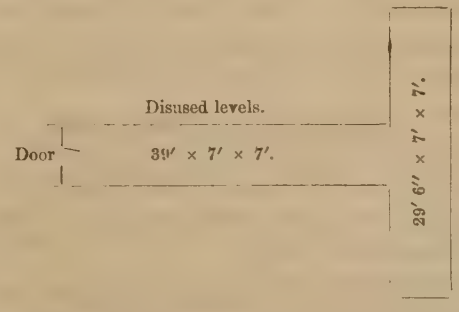
Inclines and bridges.—Printed notices, both Welsh and English, are put up. With regard to the inclines, the English copy reads: "No one is allowed to be on "the incline whilst it is in working," and the English copy with regard to the bridges reads: "Not more "than one loaded truck at a time will be allowed to "pass over any one of the bridges."

Enforcement of special rules.—I have experienced a great deal of difficulty for years in carrying out the present special rules; but of late years, I am pleased to say, the special rules are now respected and adhered to much better. For breach of special rules, I fined in 1891, 15 men 2*s.* 6*d.* each; in 1892 I fined 34, 2*s.* 6*d.* each; and in 1893 I fined 25, 5*s.* each, and summoned 4. In 1893 I advanced the fine from 2*s.* 6*d.* to 5*s.*, because I found a fine of 2*s.* 6*d.* did not produce the desired effect. As a rule I give the offenders the option of being summoned, or of being fined by me. The fine money is divided at the end of each year between the widows of those men killed at the quarry. A list showing the distribution of the fine money is put up in the principal dining rooms.

Certificated Managers.—All future applicants for slate quarry management should, in my opinion, be certificated, the examination of candidates to include practical knowledge of quarrying, some knowledge of surveying, of physics, and of practical geology. Technical schools are, or should be in the immediate future, within the reach of all. No doubt chambers have been badly laid out, and a great deal of undercutting of walls has been done, from want of knowledge of surveying or of dialling. To bear out my statement I will, Mr. Chairman, with your permission, quote from the report for 1876 of your late colleague and predecessor, Mr. Fanning Evans. In that report he says, "I am assured that the art of dialling is so generally "ignored among them" (*i.e.*, quarry managers) "that "instances of men passing each other when attempting "to hole through from one level to another have been "of frequent occurrence." I wish it to be understood that I cast no reflection on the present or past quarry managers, because, until recently, education was very much neglected in these mountainous parts and out-of-the-way corners in Wales.

Boilers.—All the boilers at the Oakeley quarries are insured in the Boiler Insurance Company Limited, and their system speaks for itself. It is thus described: "Our system is to examine each boiler as far as "practicable, both internally and externally, once per "annum at times most convenient to the insured. "This we term a thorough examination, the boiler "having been previously laid off, the plates inside and "outside thoroughly cleaned, all soot removed, and "the flues swept. Where boilers, owing to their con-"struction, cannot be properly examined in the usual "way, we substitute a test by hydraulic pressure. The "boilers and fittings are also examined, while working, "at intervals of three to four months, an official "report being forwarded to the insured after each "inspection, giving definite information as to the "condition of the boilers, and pointing out any repairs "or alterations that may be deemed necessary." . . "We will periodically inspect the boilers at intervals "of from three to four months, and we will guarantee "to examine them thoroughly at least once in the "year."

Dining rooms. — At lower quarry there are three dining rooms to accommodate about 80 men each; and below ground there are three eating places; one of these will accommodate about 60, but at present only 55 men who use it; another will seat eight, and another will seat seven men. Two are on K floor, and one on I floor. The following is a sketch of the one to seat 60 men, which is on K floor:—



This eating place is warmed by means of exhaust steam passing through a pipe along the length of it. The floor is of concrete. The number of cubic feet is 3,356, and it is well ventilated at the three ends.

At our middle quarry there are two dining-rooms above ground, to accommodate from 60 to 80 men each, and one eating place, to accommodate 30, below ground.

At the upper quarry there are five dining-rooms, all above ground.

Rooms for drying clothes.—For the men who work above ground—in the "fall," for instance, and at the tips —we have cabins for drying clothes; but we have not provided for those who work underground, and in the sheds above ground.

A deputation on behalf of the men in the two sheds at the Oakeley Middle quarry came to me some time ago, consisting of Owen Parry and William Lewis Jones, with the request that they should have their clothes dried in the dining-room. I replied "Certainly not, "because if I allow it you will inhale impure air at "your meals, and possibly germs of infectious diseases." I was next asked to put up a cabin for drying clothes. In reply I said: "Permit me to relate to you my "experience with regard to the question of drying "clothes. About two years ago water in large quan-"tities percolated through the roof of chamber Y on "floors 11 and 12 of the upper quarry. I noticed one

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"day that the workmen in these chambers had wet "clothes on. I spoke to one, of the name of William "H. Williams, on the subject, and reminded him that "unless he took more care he would most certainly "undermine his health. He replied, 'But we cannot "'help ourselves, the chamber is so very wet.' I said, "most certainly you can; and, I added, will you and "your comrades undertake to bring your clothes "down to the round cabin on the tenth floor if I put "fire there to dry your clothes? The reply was 'Yes.' "The workmen brought their wet or damp clothes "there for a short time and then discontinued doing so. "However, I said to the deputation, if you, by way of "experiment, will wall up a small cabin, I supplying the "timber, and fuel, and a man to see to the fire, and if "I further see that you will make use of it, and appre- "ciate it, I will undertake to put up a more elaborate "building for you." The walling for the hut, or cabin, has not been put up yet, and I suppose never will be put up.

Privy accommodation.—We have nine privies, which, I think, on looking at the question all round, is not enough. Below ground exhausted chambers, away from the working places, are used by the workmen; above ground the tips, which cover an immense area, are used, and with the heavy rainfall we have, amounting to about 100 inches a year, the excreta are quickly washed off, so that practically we suffer from no nuisance.

1742. (*Chairman.*) One point on which we have had evidence is with regard to the supply of drinking water to the men. Have the men a sufficient supply of pure drinking water?—Yes, they have.

1743. And is it easily accessible?—Yes.

1744. Are they obliged to drink the water trickling down the quarry, or dropping from the roof?—They are not obliged to.

1745. But is that the most convenient supply for them?—For those who work underground, and who consider it too much trouble to go outside, of course that is the only water for them to drink.

1746. With regard to the privy accommodation, or the want of it, do you think that the men working in the chambers suffer at all from exhalations coming from disused chambers to which they resort?—I do not think so.

1747. Have you ever noticed bad smells in the working places?—No, not in the working places, certainly not.

1748. You say that you think slate is worked upon the best possible system that can be adopted?—Yes.

1749. Are you aware that in Northern France veins resembling these are worked on a different system?—I read your notes on that system some years ago—the notes which appeared in one of your reports. That is all I know about the system.

1750. Yesterday some of the men complained that after charging holes with powder they were obliged to go back to their chest by an inconvenient or dangerous path in order to stow away their bugle or horn immediately, and that it would have been safer and more convenient for them to have deposited that bugle temporarily in some place, instead of being obliged to take it back to the chest. Is it a fact that a man is obliged to put his bugle back in the chest the moment he has finished his charging?—I have never personally compelled anyone to do that, but of course I cannot speak for my assistants.

1751. Have the men never complained of that to you?—No, never. I qualify all these rules with the expression, "What is reasonably practicable." One of the rules reads thus: "The manager or assistant manager," and so on, "shall, so far as is reasonably practicable."

1752. Do those words govern the whole of the special rules?—I take it that they do. Rightly or wrongly, that is how I understand them.

1753. And have you acted on that supposition?—Yes, I have.

1754. Might I ask the meaning of the word "platform" that you used in your statement?—We cut the mountain up into so many galleries, and the spaces between each fore-breast we call "platforms.'

1755. You mean the height from one floor to the next floor?—Not the height.

1756. How would you describe it?—The space from the bottom of one fore-breast to the top of the next fore-breast following on the floor below.

1757. Do you think that the rock becomes more dangerous as you descend in depth?—The walls have to carry greater weight.

1758. But is not the rock more solid as you go down?—In many instances it is so, but it is the "scribing" and scaling that we have to contend with, and these are the great sources of danger.

1759. Do they "scribe" or scale off more as they get deeper?—Yes, that is my opinion.

1760. You have mentioned that you think it desirable that the managers of quarries should have the opportunity of being represented at inquests, or of appearing there?—Yes.

1761. Would you think it desirable that the whole of the rule contained in the Coal Mines Regulation Act should be made applicable to slate quarries; the provision which gives liberty to the men to appoint a person to attend on their behalf?—I do not remember the whole of the rule.

1762. These provisions are contained in the Coal Mines Regulation Act of 1887, sect. 48 (8), and read thus:—"Any relative of any person whose death "may have been caused by the explosion or accident "with respect to which the inquest is being held, and "the owner, agent, or manager of the mine in which "the explosion or accident occurred, and any person "appointed by the order in writing of the majority of "the workmen employed at the said mine, shall be at "liberty to attend and examine any witness, either in "person or by his counsel, solicitor, or agent, subject "nevertheless to the order of the coroner." What do you think of that provision?—I think it a very good one.

1763. You would like to see a similar provision inserted in any amendment of the present law?—Yes, I would.

1764. With regard to the insurance of the boilers in the society you have named, I gather that you are decidedly of opinion that you derive benefits from the inspections made by that society's representatives?—We consider the boiler inspectors experts in the business, and therefore are more or less guided by them, and they protect us. If there is anything wrong with a boiler it is reported, and of course the matter is seen to at once.

1765. And are you able to get hints from them of a commercial value as to the saving of coal, and so on?—I have no recollection of anything of that kind having taken place.

1766. But as to safety, you are certain you derive considerable benefit?—Yes, I am.

1767. As to eating-houses, there are a number of them at your quarries, I believe?—Yes.

1768. Is there accommodation in them for all the men?—No, there is not, and for the reason that they would not make use of them if they were provided. For instance, there is one on the C floor which is not full. There is room in it for more. If we knew that the men would make use of them I do not think that the Company would hesitate for a moment to put up more of them, but the men have never represented the matter to us in any way.

1769. Then I gather that as far as you are aware, you have provided all the dining accommodation that the men wish for?—Yes, that is so. There are many men in the quarries who will not avail themselves of what we have there at the present moment. They prefer to eat apart from the rest of the men. What their reasons are I cannot say. Their tea, and so on, they prefer to warm over a candle underground, rather than come up to the dining-room. Many of them prefer that, and they do it.

1770. (*Mr. Greaves.*) We have heard, and we know as practical men, that one of the dangers arises from the roofs and pillars?—Yes.

1771. Can you inform the Committee what method you adopt in your quarries for the examination of the roofs and pillars?—We go round with the Wells light, which is the best light we know of, and make frequent examinations, and in case we find anything that looks suspicious to the eye, or that is considered dangerous by the men, we put up ladders forthwith, and have a thorough examination, not only by means of the Wells light, but by means of ladders as well.

1772. Does that inspection take place at certain fixed intervals, or only when the men complain?—We do it ourselves of our own accord, apart from any complaints from the men. We make independent inspections apart from any complaint brought to our notice by the men.

1773. (*Mr. Jenkins.*) You do that whether the men have complained or not?—Yes.

1774. (*Mr. Greaves.*) When you find the roof or pillar unsafe, what means do you adopt of improving matters, or of making that portion of the quarry safe?—We put up ladders and bring down what appears to us to be loose or dangerous.

1775. You test it with the hammer?—Yes, we do.

1776. Of course, as we all know, the present ladders are rather cumbrous?—Yes, they are.

1777. Can you suggest any other means which could be adopted?—I cannot. Whilst you are on the question of ladders, I should like, with the permission of the Committee, to put this account (*produced*) in. I think you asked one of the witnesses (Robert Davies) a question as to a certain ladder which was put up in chamber 16 in the Lower Quarry, and you got from him the reply that it took them four days to put the ladder up. I should like to supplement that answer with the following notes:—

Cost of securing the Roof of Chamber 16 on Floor K.

(Square yards inspected and secured, about 200.)

	£	*s.*	*d.*
Preparing ladders and raising same, 4 men for 4 days, at 5*s.* per day	4	0	0
30 men for half hour, at 4*s.* 6*d.* per day	0	9	0
Stoppage indirectly of 100 men for half hour	2	10	0
16 days inspecting and securing, for 7 men	28	14	9
Wells light oil	3	0	0
Rope sold at half price	4	4	0
30 men lowering and raising ladders at different times and stoppage of floors	3	0	0
	£45	17	9

The cost of inspecting and securing 200 square yards was therefore 45*l.* 17*s.* 9*d.*, which is equal to 4*s.* 6*d.* per square yard. With regard to the item "rope sold at "half price," I should like to explain that we invariably take a fresh rope from the stores for putting a long ladder up, and after we have finished with it we sell it at half price.

1778. (*Mr. Greaves.*) That is a table of the cost of inspecting one roof?—Yes.

1779. On one occasion?—Yes.

1780. (*Mr. Jones.*) What about the stoppage of the floor—do you include the loss from that?—Of course I do, because it meant loss of time and money.

1781. And that is included in your figures?—Yes, it is.

1782. (*Mr. Greaves.*) Is a record or diary kept of each inspection that is made?—There is.

1783. And also of any report that is brought by any of the quarrymen as to any danger in the workings?—I do not know that we make a record of that.

1784. Do you keep a diary?—I do.

1785. To which you could refer at any time?—Yes.

1786. Which bridges do you consider the most secure?—The kind we have now.

1787. How are they made?—We have them both ways. We fasten them to the clay-slant, and we truss them with iron rods underneath.

1788. Which method do you consider the best?—The trussing. I think that is the better of the two.

1789. What is the length of your longest bridge, can you tell me?—It would be 55 feet, or thereabouts, I think.

1790. And what is the maximum load you put on one bridge?—2½ or 3 tons. We do not allow more than 3 tons.

1791. Have there been any accidents in your quarry with bridges, of late years?—Yes, there was one about six years ago.

1792. But that was not a defective bridge?—No.

1793. It was from another cause, I believe?—Yes.

1794. We have heard a great deal as to the dust in the slate mills, and of course there is a certain amount of dust always arising. Can you suggest any means by which it can be lessened or rendered less of a nuisance?—You might run a pipe along the length of the shed and cause a spray to play on the dust, but personally I think I would rather have the dust than work in a damp place. There would be dampness produced by the spray.

1795. Your opinion with regard to the special rules is that they are adequate?—Yes, that is my impression.

1796. Or that they might be altered in a few instances, especially in regard to the wooden rammers?—Yes.

1797. Otherwise they are very full and complete?—Yes. If you make them more full the men will revolt against them.

1798. Every effort is made in your quarry to enforce those rules?—Yes, certainly.

1799. (*Mr. Jones.*) You have made allusion to rule 48, as to pillars and new chambers?—Yes.

1800. Do you make any preparation before you commence a chamber and before the clay-slant goes out of reach by putting anything there so that you may have an opportunity of examining that floor again. Supposing that you put a block here and there along the side of the pillar, do you not think that a rope hung over it would help you eventually to get at the roof—if you put two rows of them on each side of the chamber, would they not be of assistance to you hereafter when you get the chamber down to say 10 or 15 or 20 yards? I mean proper metal blocks with metal ropes or wire ropes, to help you to raise up the ladders and inspect the pillar and roof?—Of course it would be of assistance in raising the ladders, but to my mind it is very doubtful whether you would benefit at all by the method in the long run.

1801. What are your reasons for saying that?—My experience, from what I have seen in raising these ladders, is that we want the blocks on either side of the chamber. We lash the ladder on the floor, and then we put a block or two on each side. I fail to see, as you recede from the clay-slant, how you are to get there except by means of the appliances I have just mentioned on either side of the chamber. If you were to put a chain or a rope, as you suggest, it would be liable to be damaged by a stone from a blast, and in other ways, and probably it would be cracked, if a chain, so that in making use of such a thing as a chain under those circumstances, you would, perhaps, bring about a very serious accident.

1802. But apart from that, you would not think of putting that chain or rope, or anything else you might have, except to assist in getting up. You could very easily get a rope across the chamber, and with two rows of these blocks within 7 or 10 yards apart you could get your whole chamber netted by ropes?—Yes, I see your meaning.

1803. Could you not adopt that plan, do you think?—In theory, no doubt, it sounds well but I very much doubt the value of it when it is reduced to practice.

1804. Let us reduce it to practice, and say what you think of it; we are both practical men. Can you bring forward any valid objection to it?—I should like you to show me how you are to get at the block except by means of a ladder. Can you suggest to me a way to put up a ladder against the supposed blocks in the roof or walls.

1805. You always have a copper wire running over those blocks, and you always have one end close to. You may thus draw a strong rope over, and in half an hour you could go anywhere. You have two ropes, say, along both sides of the chamber, and you might put them anywhere and everywhere?—Yes.

1806. And if you think fit you may drop one end of this copper wire to every level along the side of the pillars, so that you may get at them anywhere. Do you not think if you did that at the commencement it would lessen your labour immensely later on?—My impression is that were you to leave those copper wires in the manner suggested they would be knocked about and broken to pieces by blasting.

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1807. But if they were you could repair them in a day?—I fail to see how you could repair them except by using ladders in the usual way.

1808. But you would have two or three together, and it is most unlikely that they would all be broken?—I cannot agree with you there.

1809. Have you tried it?—No, I have not.

1810. As far as I am concerned, I believe the Committee have no clear idea of the extent of the slate workings of Festiniog, and for the sake of the Committee and of everybody concerned I should like you very much to give us some idea of the area of your underground workings, say the area of the clay-slant?—I am very sorry to say that I am quite unprepared for that at the present moment, but I or my assistant, Mr. William Owen, will be very pleased to supply that information further on.

1811. Another question I should like to ask you is what is the area of what you leave behind?—You have stated that you have removed about 60 per cent. of the support of the ground, and on behalf of the Committee and for their information I should like to ask, what do you leave remaining there, and what is the proportion between the existing area and what you take away?—If I understand the question, the answer is that the width of the walls vary from about 30 feet to 60 feet.

1812. If we had the information I have asked for we would be able to see at once what the total area is that you are leaving to support the roof?—Yes.

1813. You say you are not prepared to give the information now?—No, I am not.

1814. Then you will give the question to your assistant, Mr. William Owen?—Yes, with pleasure. Of course it will take time to get out.

1815. Can you furnish the Committee with reduced plans of your workings? I am not asking for anything with the view to injuring you in any shape or form, but simply to assist the Committee, and I am sure you are the one we can apply to for assistance. I do not care how simple it will be, just something to show the extent of the workings of the Festiniog quarries, as far as you are concerned?—I should not like to answer that question in the affirmative without consulting my managing director, Mr. Dunlop. He is present and has heard your question.

(*Mr. Dunlop to the Committee.*) I shall answer that question for Mr. Roberts. We shall be only too pleased to supply what has been asked for, and any other information that may be required.

1816. (*Mr. Jones to the Witness.*) Would you as well have two sections made, one along the pillars, and the other right along the workings?—In front of the workings.

1817. Yes, just to show the size of the workings and the size of the pillars. I only want to make things clear in the report?—Yes, I will do that with pleasure.

1818. A question was asked, I believe, whether you considered the rock down at the bottom of the floors stronger to bear pressure than it is higher up?—Yes, there was a question to that effect.

1819. Can you give me an answer to this question—supposing that the slate rock is solid, can you give us any idea what amount of pressure will crush a certain quantity of it, say a square foot?—I anticipated that question, and I am more or less prepared for it. The roof is a beam roof, supported by walls on both sides and by its internal thickness and solidity. According to Mr. W. H. Barlow, the eminent engineer, of 2, Old Palace Yard, London, with 300 feet of rock, and walls of 30 feet thick, the pressure would be about 77 tons per square foot. Slate cut at right angles to the cleavage bears 1,258 tons to the square foot before crushing. Slate on its bed bears 1,064 tons on an average to the square foot before cracking. Slate is strongest when the pressure is brought exactly at right angles to the line of cleavage. At right angles to the cleavage it bears 320 tons to the square foot before cracking, but at an angle of 45 degrees to the cleavage it only carries 328 tons before crushing.

1820. What do you mean by the 320 tons, will you explain that? I want to get at the "scribe." That is what I am driving at?—That slate rock will not "scribe" or crack with a pressure of 320 tons per square foot.

1821. Have you got that kind of pressure?—We have the mountain above, which means great pressure, so that there is "scribing" as a matter of course.

1822. What angle does that "scribe" take to the line of pressure?—I am not quite certain about that.

1823. Can you not guess it from these figures?—I prefer not to guess it.

1824. Is it within your experience that you find it generally at an angle of 45 degrees to the line of pressure?—Slate is weakest, according to these figures, at an angle of 45 degrees, and strongest at an angle of 90°, or a right angle.

1825. If the pillars will carry a load of 1,200 tons per square foot, you are loading them at 300 tons. What is the load that you intend to put upon a pillar? You gave us an instance of a solid piece of slate?—That I have not gone into, so that I cannot tell you what the walls really carry. It means a huge, big survey.

1826. But I do not want that. You put the pillar of a certain size, and the chamber of a certain width, and you must have had in your mind the amount of rock that each pillar would have to carry?—We have "bevels" and dislocations of various kinds to contend with.

1827. I want you to tell me the practical load that you intend each pillar should carry, taking into consideration all the joints and all the "bevels" and everything else?—You gave it to us theoretically. What do you consider that a pillar ought to carry as an average working load?—I cannot tell you, because there are so many local disturbances and dislocations which are invisible to the naked eye that I cannot possibly say. All these are factors to be taken into account, and I should be very sorry to answer the question.

1828. But you are laying out the ground and taking all these things into consideration?—Yes.

1829. What are the real forces that you have to contend with in your workings; how many are there, and what are the most important that you have to fight with in your underground workings?—Weight, I should think, and vibrations from blasting.

1830. As to vibrations from blasting, what injury do they cause, and how do they affect you?—When we have a jointy rock, or where a rock that has scaled, the vibration brings the loose rock down.

1831. Can you give us the reposing angle of slate rock?—I can only give it to you as a matter of opinion.

1832. You do not know it as a matter of fact?—No, I do not.

1833. Would you be surprised to see it between 20° and 30°?—I was going to suggest 25 degrees from the horizontal.

1834. That is a good average, and it depends upon the surface?—Certainly.

1835. Have you any angle as low as 25° at your quarry?—No.

1836. Say the clay-slant?—That is, 30 or 31 degrees from the horizontal.

1837. Or 35°?—Yes, in some places.

1838. What is the cleavage?—About 40 or 45 degrees from the horizontal.

1839. And what are your joints?—I do not know. Do you mean the diagonal joints?

1840. Take the "bevels," the angle of the "bevels"?—We have two kinds. There are some that bear a slightly longer angle than the line of pillaring.

1841. But what is the "slant"?—There are some steeper than others, about 20 and 25, and 30 degrees from the horizontal, say. The "bevels" vary very considerably.

1842. Would you call a "slant" of 20 degrees a "bevel"?—We would call that a "bevel slant."

1843. What about the "bevels"?—They are 30° or 35°—we have some very steep.

1844. You have some a good deal steeper than that?—Yes, we have one about 40 or 45 degrees.

1845. Would you be surprised to see it 70°?—I would.

1846. What about the "slant" again?—I think the "bevel" I referred to might be 70°, when I come to think of it. As to the "slants," they lie a little bit flatter than the cleavage.

1847. And sometimes steeper?—Yes, they vary.

1848. What would be your average angle?—From 42 to 47 or 48 degrees, I should think.

1849. Up to 50°?—Yes, up to 50°, probably.

1850. Your reposing angle is about 25°?—Yes.

1851. So vibration really is a movement that will start every particle in your quarry lying at a steeper angle than 25°?—Yes, it would tend to that naturally. I do not say that it would do so actually.

1852. Unless there is something behind it to press it down?—Yes.

1853. So pressure really is what keeps it together?—Yes.

1854. Will the beam roof avail very much do you think?—That depends upon the character of the rock. If it is a fairly large rock a beam roof, I should think, would answer our purpose, but if the rock is small we would have to arch.

1855. The rock will arch itself into an arch roof?—Yes.

1856. Will you keep in your mind, when you prepare the plan, how you intend to depend upon your arch roof when you go a little lower down. On the one side you have the extent of your own ground, and on the other you have Cwmorthin. Suppose you go deep enough into the ground so that the pressure will crush all your pillars, how do you intend to depend upon the arch roof hereafter?—That is a question I have not considered, because it is somewhat far in the future, I should think.

1857. You have already said that the "scribing" is increasing at a rather risky rate as you go down?—Yes, it is inseparable from the mode of working.

1858. And eventually you will have to consider it, not only for the sake of your men, but for another purpose?—(*No answer.*)

1859. It is a thing you will have to consider in the immediate future?—Yes.

1860. How do you intend to treat it?—I can tell you how it might be done, but whether or not we will do it in that way is another matter. A barrier might be left, say from the east end of the quarry towards the west, so that you might cut it up practically into two quarries.

1861. That barrier would help you as to the present system of a beam roof?—Yes, I think so. I am only pointing out how it could or might be done, but whether it will be done in that way is another matter.

1862. You are bound to see that the pillars are not being cut into. Supposing one of your men, by an accident or otherwise, went a little to the west side of your pillar, do you think that would injure the pillar very much as a rule?—It would tend to do that.

1863. But would it do so as a matter of fact. Suppose he takes 10 tons in that way from the west side of a pillar by under-cutting, and on the east side of the pillar that one ton might "scribe" out, which of the two would be the most injurious?—I should think the pressure bears or weighs greater on the east side of the "wall."

1864. Therefore you think that the ton would be most injurious to the pillar?—I cannot say anything with regard to the proportion, but I should think that the pressure would be greater on account of the configuration of the mountain on the east side than on the west.

1865. Or, in other words, the one ton would be taken away where it was most wanted?—Yes, but I cannot say what the amount of the relative mischief would be, whether the removal of one ton from that side would be equivalent to the removal of 10 tons on the other side.

1866. (*Mr. Evans.*) You have referred to what you consider are the means that should be taken to protect the men from things falling from above. I find from Dr. Foster's returns that a great many accidents happen from the slipping of the rock in the working places. Can you suggest anything to prevent this taking place?—It is a matter of impossibility, in my opinion. The men themselves, in order to check these accidents, will have to exercise more care and judgment. I am afraid that it is owing to their fault.

1867. You consider that they do not exercise as much care and judgment as they could do and as they should do?—Yes, that is certainly my opinion.

1868. Do you consider that the light of a candle is sufficient to enable the men to see properly the state of the working places?—Better light would no doubt be more advantageous if we could get it.

1869. Could you not suggest any better light?—No, I cannot suggest anything that you can get at a reasonable price. Of course you can if you like to be very extravagant.

1870. But you cannot suggest anything practicable?—No, I cannot.

1871. I think we heard yesterday that some of the water that found its way to the quarry was sometimes not very good, and you have referred to-day to water oozing from the rock?—Yes.

1872. Do you know anything of the quality of the water that runs from above, and whether it is pure or not?—I should take it to be good water, because the catchment is very much on a par with that of Llyn Morwynion, the lake that supplies the town with water. With regard to the quarry water, I may say that it is more or less piped all the way from the reservoir.

1873. I think it was said that you gave instructions to the men to boil certain water before using it, was that so?—Yes, I did, and with regard to the very water I am now speaking of. It was done for this reason. The drought last summer was so great that we had to run the reservoir nearly dry, and, by way of precaution, as I knew the condition of the reservoir, I told the men to boil the water before drinking it. I gave them that advice by way of precaution.

1874. So that was in consequence of the drought of last summer?—Yes, that was it.

1875. You have stated that you make a periodical examination of all the workings?—Yes, we do.

1876. Do you find that that is diminishing the number of accidents in your quarry?—Yes, I believe so.

1877. And would you recommend that the same plan be carried out at all the quarries?—That which I consider a proper thing to do at the Oakeley quarries I certainly consider a proper thing to do at all the quarries.

1878. Do you think there should be a special rule that this should be carried out at every quarry?—No. We are human beings, and I hope would be prepared to do everything that is possible for the safety of the men.

1879. But you are under special rules at present?—Yes.

1880. Do you see any reason why this should not be added to those special rules?—I see no objection, if you want to commit it to black and white.

1881. But you do carry out that work at your quarry at present?—Yes, we do, and we do it because we consider it a good thing to do.

1882. (*Mr. Jones.*) Would you not recommend that the same special rules be carried out in all the quarries throughout the county?—Yes, I would. It would be much more convenient to have uniform rules at all the quarries. For instance, when we have men coming to our quarries from other quarries, they are a little bit lost for a time owing to the rules being different; and I daresay, when our men go to the other quarries, they put the agents of those quarries to more or less inconvenience. At all events, I can easily suppose that to be the case. That is my experience.

1883. And you are satisfied as to the present special rules, and you do not want anything better?—I consider them uncommonly good. Moreover, the workmen, too, are taking to them.

1884. And you cannot, therefore, give any suggestions for their improvement?—No, I cannot, except the one or two matters I have referred to.

1885. (*Mr. Jenkins.*) I suppose you are very anxious to protect the lives and limbs of your workmen?—Yes, I am.

1886. And to that end, I believe, you have introduced many things into the quarry that the rules at present in force do not call for?—Perhaps I have.

1887. Therefore, you would recommend these improvements to other quarries where they are not at present carried out?—Yes, I would.

1888. We had some suggestions here yesterday, and at our previous sittings that there should be a minute inspection of every thickness in every chamber before it is allowed to get out of reach. I believe there is a

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rule that applies more or less to that matter. Would you approve of an inspection of that kind; I mean that it should be done minutely?—I consider that our present special rules provide for that, and if I see anything calling for it, I will put it in force.

1889. Would you approve of appointing a special official to do that work?—I do not see that it is wanted at all. If we, as managers, do our duty, and the workmen on their part do theirs, there will be no necessity for it. If the management and the workmen do their duty I think that we are amply provided for in the special rules as they stand at present. That is my opinion. Rule 85, to my mind, meets the case. That rule reads as follows: "He shall not put anything in "the way of the air-current, or disarrange any appli- "ance for directing the ventilation of the mine, or any "part of the mine. If the air be slack, so that candles "will not burn freely when placed upright, or if he "perceive any unusual quantity of water, or any in- "security of roof or sides, or of other parts of the "workings, or any breach of the Acts, or of these "rules, or anything that may appear unsafe, or likely "to produce danger, he shall forthwith report it to "the manager, assistant manager, or foreman in "charge, who shall not allow work to be resumed, "save in cases of emergency, until proper ventilation "has been restored, or the place made secure." There is also provision made in another rule, No. 82, as follows: "He shall, before commencing work, and "during the course of it, especially after blasting, "make a careful examination of his working place, "and remove any loose rock, stones, or ground that "might be dangerous." I contend that the last rule bears directly upon the question.

1890. Yes, it does, but there it is a duty resting upon the quarryman?—Yes, plus the management.

1891. As it is in that rule it is the workman's duty. Supposing that the rockman does not do it, what would you do?—I would summon him.

1892. Would you put it as it is in rule 48, that it is the duty of the manager to look after the workman, and to see that he does it?—Certainly.

1893. It might become in time a very dangerous thing?—Yes.

1894. And perhaps a great source of expense to the owners?—Yes, certainly.

1895. Would you, in order to prevent that, recommend that an inspection should be made by a certain official, if it cannot be done by the present officials, and also that it should be done minutely?—If the management of the Oakeley quarries is under-staffed we will put more men on, and it will be part and parcel of the duty of every one of us, from top to bottom, to see that the work you have referred to is done, and done properly.

1896. But you would not appoint a special man for that particular purpose?—No, I would not.

1897. You say that the men are more willing to observe these rules now than they were formerly?—Yes, they are.

1898. Were they at any time unwilling to obey these rules?—Yes. In the first instance they considered them very much too strict, and they considered that the management carried them out much too strictly.

1899. But the men are now more used to them?—Yes, they are, and we have very little difficulty now in carrying them out strictly.

1900. With regard to rule 61, which provides that every workman, or party of workmen, possessing explosives, shall keep them in a secure chest, how do you understand these words?—A chest that will satisfy Her Majesty's Inspector of Mines.

1901. But suppose a workman takes out of his chest a quantity of explosives for the purpose of charging a hole, and then leaves it in some corner until he wants it again, which may be within a very short time, would you require that man to take the explosive back to the chest and lock it?—I think I would.

1902. Does this rule demand that, do you think?—I have already stated that I take it that all these rules are governed by the expression "so far as is reasonably "practicable."

1903. Do you believe that that portion of the rule is "reasonably practicable"?—It would depend upon this, whether the man would leave the explosive on one side for 5 or 15 minutes, or for a whole day. The management will have to exercise its discretion. The agent would ask the workman, "What is this doing here?" and the reply might be, "I only put it there "for a few minutes." In a case of that kind, nothing more would be said of the matter.

1904. You think that is a matter for the discretion of the management?—Yes, that is my view of the matter.

1905. So that is not always a breach of the rule to leave the bugle of powder without taking it to the chest?—I should say not. It all depends upon circumstances. That is how I look at the matter.

1906. As to rule 60, do you think that the subsections, relating to the packages of gunpowder, are worded so as to be sufficiently intelligible to the majority of the workmen?—Perhaps not, if they forget the fact that the Slate Mines (Gunpowder) Act was passed to enable us to take a 25lb. keg into the pit.

1907. Do you think that the wording of that rule can be put in a form which would be more intelligible to the men?—That is a matter of composition, and I will leave it to abler men than myself. I should not like to express an opinion on a matter of that kind.

1908. With regard to certificated quarry managers, would you establish a rule, as is done at present in the coal mines, that every manager and assistant manager should hold a certificate?—Yes, I would.

1909. And do you think that would tend to diminish the risks to life and limb?—I believe so.

1910. And you consider the rule ought to be applied to slate quarries?—Yes, I think so.

1911. Have you any standard width for every wall?—We have a plan made beforehand, and it is on the plan what the width of each wall and chamber is to be.

1912. Are they to be put to a certain standard throughout the quarry?—No, they vary.

1913. Is there anything requiring that to be done, except the judgment of the management themselves?—No, there is only the judgment of the management, governed by the position of the chamber above.

1914. Then there is nothing else?—No, there is not.

1915. If you wished you could cut a pillar down to its half, could you?—Do you mean to suggest——

1916. No, I do not suggest anything?—The question does seem to me to suggest nonsense.

1917. But I do not suggest anything?—If you suggest that I would cut a pillar 30 feet wide and reduce it to 15 feet I consider that nonsense.

1918. (*Chairman.*) Mr. Jenkins did not mention a 30 feet wall, but supposing there was a wall of 100 feet?—Our walls vary in width from 30 to 60 feet. Therefore his question involved the 30 feet as well as the 60 feet wall.

1919. (*Mr. Jenkins.*) Is there anything that requires a specific width for a wall, a certain limit that the management would not be allowed to cut it under that?—Were I to do it I would soon be called to account for it.

1920. I do not suggest that you would do it, nor that anyone else would, but is there anything anywhere to prevent it?—As a matter of fact we do not do that sort of thing.

1921. But is there anything in black and white to prevent its being done?—It is a matter of discretion left to the management.

1922. (*Mr. Jones.*) Supposing a man is a landowner, and the property is freehold, as opposed to leasehold. In the case of leaseholds very likely the lease would prevent him, but take a freeholder who works his own mine without any check or restriction in the working of it?—I have not seen the lease of the Oakeley quarries and so cannot say anything at all about it.

1923. But I am talking of a freeholder not of a leaseholder?—I should think he could do as he liked.

1924. They can work their mines at their own will?—Yes, I should think so.

1925. (*Mr. Jenkins.*) Do you think that is right?—I should say that the management of the quarries should be left to the discretion of a competent quarry manager.

1926. (*Mr. Jones.*) As a matter of fact, how many of you as officials take part in work of that kind. Two or three, or perhaps more of you, go round every day, with or without the power to order the workmen to do

a certain thing or to examine and so on, how many of you are there that can give orders to the men in that way?—There are two at the Upper, two at the Middle, and three at the Lower, plus myself.

1927. You have yourself, your sub-manager, and very likely a timekeeper?—Yes, but I have done away with the foolish term "timekeeper." We are all concerned in the management, and we have no such a man as a timekeeper.

1928. Three of you have the management or the looking after the *tori cefn*, as we say?—Not three. There are two at the Upper, two at the Middle, and three at the Lower, plus myself.

1929. So there are three looking after that work, the two men and yourself?—There are eight of us.

1930. (*Mr. Jenkins.*) As regards the certified quarry manager, would you include in the qualifications of such a manager of practical experience—that is, practical working experience?—Yes, I would; and I have already done so in the statement I made at the commencement. I should like to say a word with regard to an answer given here yesterday by Owen Rowland Jones. I think the answer, and the way in which he put it, cast a slur upon us all as quarry managers. It was with regard to inquests. As to the general charge brought forward by O. R. Jones as to not sending the right persons to give evidence at inquests, speaking for myself I may say that in no instance have I sent a witness to attend an inquest except as the request of a police-officer sent to me, for all I know, at the request of the coroner. The management have absolutely nothing whatever to do with the selection of witnesses to attend inquests.

1931. (*Mr. Jones.*) Do you receive the names of certain witnesses, or how is it done?—I receive the names of the witnesses from the police officer. He asks me to send so-and-so down to the inquest.

1932. (*Mr. Jenkins.*) Therefore the selection of witnesses always lies with the police officer?—I do not know who it lies with,—whether it is with the police-officer or with the coroner; but it does not lie with the quarry management. I am certain of that.

1933. (*Mr. Greaves.*) There was a suggestion yesterday that the Government should appoint a sub-inspector possessed of practical knowledge. I shall be glad to know whether such an inspector would conduce, in your opinion, to the safety of the men, and whether such an appointment would make them more careful or otherwise?—In my opinion, and speaking for the Oakeley quarries, it would not.

1934. As to a suggestion which was made as to fixing permanent appliances in the openings for the purpose of examining the roofs,—what would be the effect, in your opinion, of corrosion by long exposure to the atmosphere upon these appliances?—In course of time corrosion would deteriorate them very much. *Mr. R. Roberts.* 21 Dec. 1893.

1935. It would render them useless?—Yes.

1936. (*Mr. Jones.*) But I suggested things that would not corrode?—The greatest danger to appliances of that description would be their becoming unreliable through being hit by stones in blasting. I should not like to trust to them myself.

1937. (*Mr. Evans.*) It may interest the public to know—do you think that any of the workmen, in ordinary circumstances, are unable to feed and clothe themselves properly in this neighbourhood, in consequence of the wages they receive being too low. I do not suggest that they are low?—I do not know that that question has anything to do with the inquiry; if it has, I will answer it.

1938. (*Chairman.*) It might be put in this way—whether any defects as regards clothing or diet are likely to be traced in this district, not at any particular quarry, to the men not being paid enough?—I do not think so.

1939. (*Mr. Jones.*) I think a hint was thrown out yesterday that some of the men were not properly clothed owing to the habit of spending money on drink. Can you speak of your men as a class in regard to drink?—Amongst 1,600, you are sure to find some black sheep; but as a class I consider them a very sober class of workmen.

1940. Do you think there are many individuals in your quarry who cannot afford the proper clothing to come to their work in on account of drink?—No, not on account of drink; if there is any fault at all, it is want of thrift at home.

1941. But I am referring to drink?—No, except in very rare cases, that is not the rule.

1942. But you think there are exceptions—men who do not provide themselves with proper clothing; but who spend their money on drink?—I cannot think of any just now.

1943. Seeing that you have 149 working chambers, and that you have not had a single accident owing to falls from roof, either fatal or non-fatal, I think you are to be highly complimented. It is a very wonderful record, and deserves special mention?—We have not had a single one during the last three years.

Mr. David Griffith Williams examined. *Mr. D. G. Williams.*

1944. (*Chairman.*) What is your occupation?—A slate-maker and rockman. I have had experience in both.

1945. How long have you worked altogether in the quarries?—For over 40 years.

1946. How long have you worked above-ground?—I am not certain. I have been working inside for a long time. I have been in and out at different times.

1947. What suggestions can you make to us for diminishing the dangers that quarrymen are liable to?—First of all I would like to refer to dangers overhead. I would suggest that no working be commenced in any chamber unless it has been previously inspected and found perfectly safe to work in. Also, that no chamber which has been pronounced dangerous, and which has been stopped, should be worked again until it has first of all been inspected and found to be quite safe. I also consider that the floors should not be worked too near each other, that is to say, the platforms should not be worked too narrow.

1948. What next?—I will state my reasons, first of all, for what I have just suggested. I know of a place where a man worked, and there was dangerous rock above. The man went on with his bargain in the hopes that he could finish it without removing the dangerous rock, but it fell upon him. In another case where they had stopped working for a time, and afterwards recommenced, a portion of the rock came down after they had recommenced to work. The place had not been worked for some time, and after leaving it in that way for a certain period, they thought it was safe to work in, as nothing had come down. A level was driven in front of what came down, and after working there for some time a quantity of stuff fell during the night exactly where the men had been working. Scores of tons of stuff fell down. With regard to floors which have been driven too close to each other, I know of one case where there was only the width of a tram between. In the other floor there was a tram or a road, along which they used to come and go, and a truck load of material came down from the floor above. No accident happened at the time, but there would probably have been a fatal accident if anyone had been standing there at the time. I should also like to refer to the roof of the sheds in which the men work. I know of a place of that kind in which the woodwork which supported the roof was rotten. It came on to snow one night and the timber and slates all came down on top of the sawing machines. The sheds also ought to be properly ventilated. I know of sheds where there has been no provision whatever made for ventilating them. In the sheds there should also be a safe place to put the belts, that is, planks should be fixed there. I know of accidents that have happened when a man was engaged in putting the belt on the pulley. As there was no room for him to stand properly he went between the strap and the pulley. A convenient place should also be provided in which the men can dry their wet clothes, and attention should also be paid to the water provided for the men.

1949. (*Chairman.*) Do you mean water for drinking purposes?—Yes, and for preparing their food at dinner time. Another matter I should like to refer to is the trams, which are too near to the outside of the mill. I know of a case in which one of the men lost a limb, owing to a stone falling from the waggon and breaking his leg.

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1950. You say you know of cases in which the floors have been too narrow?—Yes.

1951. What do you think ought to be the smallest width for the floor of a gallery?—It ought to be at least two or three yards wide.

1952. Do you mean two or three yards wide altogether, or two or three yards beyond the outer rail of the tramway?—Two or three yards from the tram, so that there would be plenty of room for stuff to fall.

1953. With regard to the safety of the sheds, do you know of any sheds which have a rotten roof at the present time?—I cannot say I do at present. There may be some if I were to go round to search for them.

1954. You referred to a case where the roof of a shed fell in?—Yes.

1955. Did that take place a long time ago?—No, only a little more than a year ago.

1956. With regard to the ventilation of the sheds, you say you know of cases where no provision for ventilation was made?—Yes, I know of cases where there is no ventilation at the top of the sheds.

1957. Are there doors which open?—Yes, the doors open.

1958. And are the doors kept open?—Yes, they are.

1959. Do the men in those mills suffer in any way from want of ventilation?—If the doors are left open there is very often too much air or wind, and there is no provision for ventilation except by means of doors.

1960. Then what kind of ventilation would you propose; what do you wish for?—I would suggest something similar to what they have at the present time at the Penybont Mill at the Oakeley quarries.

1961. What is the plan that they have adopted there?—There is ventilation at the top of the roof.

1962. Are there openings in the roof?—No, not in the roof, but they have fixed proper ventilators.

1963. Through which air can escape?—Yes, and another advantage is that dust can pass out better.

1964. (*Mr. Greaves.*) How long have you worked above-ground?—I have worked outside for about 25 or 30 years.

1965. And how long underground?—Perhaps for about five or seven years. I worked one bargain all along in the bottom of the Oakeley quarries.

1966. So your experience has been principally in the mills?—Yes, I have been outside mostly, but I have had experience in as well as out.

1967. (*Mr. Jones.*) We had it given to us the other day that men should go to the quarry at an early age, and that if they intended to work as rockmen they should first of all have a few years' experience in the mills. What is your opinion as to that?—It would be a great convenience to masters and workmen.

1968. Will you give us your reasons for that opinion?—A man who has had experience in the working of slates as a slate-maker knows the nature of the rock better, and consequently knows how to pull the rock better.

1969. What do you include in the term "pulling the rock"?—It includes cutting the rock loose as blocks and making them suitable to send out.

1970. What do you mean by "making them suitable "to send out"?—To trim them properly, so that there is no waste in splitting them.

1971. Why would the experience of a young man who had worked outside be useful—how would that bear on the trimming of the slate?—A man who has been working outside knows what the size of a slate is to be, and consequently what the width of the block is to be for making the slates.

1972. With regard to the question of the ventilation of the mills, we had it the other day that there was rather too much air or wind coming into the mills when the doors are left open. What is your experience on that point?—I consider that too much air comes there when the doors are left open, and when they are closed there is no ventilation at all.

1973. Do you know of any roof ventilators—the old-fashioned ventilators—that have been put in anywhere?—No, I do not know of any at the present moment.

1974. What is the nature of the ventilator that you have referred to as being in use now at the Penybont Mill at the Oakeley quarries?—Mr. Roberts, the manager, can tell you better than I can. I would rather not attempt to explain it, lest I should make a mistake.

1975. (*Mr. Evans.*) You consider it an important matter that the men who go to work the rock should have experience as to the size into which the rock should be cut up?—Yes, that is very important, in my opinion.

1976. You believe that some time is required to enable him to understand that branch of his calling?—Yes, I do.

1977. Do you consider that a man in working the slates comes to understand the nature and proclivities of the slate?—Yes.

1978. And then he knows how to treat it in the rock?—Yes, he does.

1979. Do you consider that to put a man to work on the rock without having some experience of slate and of treating it is a mistake?—Yes, I consider that that is a very great mistake.

1980. What time do you think that a man should have to enable him to understand the rock?—He ought to work outside in the mills for three or four years, at any rate.

1981. And the man who is taken from the waggons, how long should he work on the rock before he is allowed to take charge?—I consider that many of them ought to work there for a lifetime.

1982. You think a man should begin early in order to understand the work of a quarryman and rockman?—Yes, that is my opinion.

1983. You have given it as your opinion that great care should be taken before leaving the roof or the side of the pillar. Can you give us any idea what the quarryman should do in order to prevent slips, which I understand is a frequent source of accidents at the Festiniog quarries?—I think there ought to be a man appointed specially to do that work.

1984. Are the non-fatal accidents as numerous as the fatal accidents in the Festiniog quarries?—Yes, I believe they are.

1985. And are there many narrow escapes from accidents in consequence of things falling?—Yes.

1986. Do you think that the Committee should consider those as well as the fatal and non-fatal accidents?—Yes, I do. They ought to do that in order to try to avoid them.

1987. And you think that is a very numerous class?—Yes, a great many of those occur.

1988. What can you suggest in order to protect the men when they put the straps on the pulleys?—There should be plenty of room for them to stand on.

1989. We have heard something about inquests. Do you think that inquests are carried on in a proper manner at present, or can you suggest anything that would satisfy the men better than the present mode?—In my opinion, they are not carried on as they should be. I believe there should be some provision as to securing the men who come forward to give evidence.

1990. What do you mean by "securing" them? Have you anything to suggest?—I consider that the chief witnesses should have fair play to come forward to give evidence without anyone interfering with their evidence before they come forward.

1991. I suppose you base that remark on the supposition that someone does interfere with the witnesses beforehand?—Yes, I do.

1992. Would you have any objection to refer to any cases of that kind, or would you rather not do so?—I have no objection to refer to a man, provided I am quite sure that that person will not have to suffer on account of that hereafter. I do not know whether the Committee can give me any assurance on that point.

1993. I am not in a position to press you to give the name, as I am a stranger to the neighbourhood. You would rather not name him?—I would rather not name him unless I receive permission to do so, or some assurance that he will not suffer in consequence.

1994. Is it within your knowledge that persons have suffered in consequence of coming forward to give evidence at inquests?—Yes it is. I can give an instance of that now without naming the person.

1995. I am afraid that if you wish to give an instance you will have to give all particulars, including the name; are you prepared to do that?—(*No answer.*)

1996. (*Mr. Jones.*) Can you give us the plain facts of the case without making any insinuations, or giving any names?—(*No answer.*)

1997. (*Mr. Evans.*) We do not want to press you, but I do not think that the Committee can act on the evidence, as far as it has gone at present, unless you can prove something. You must go right through it, or it falls to the ground. You can either refer to a case or not, just as you wish?—I will refer to one case, as it may be of advantage to the Committee to know of it.

1998. (*Chairman.*) Then you are prepared to go through the whole thing, and to give names?—No, I cannot do that.

1999. (*Mr. Evans.*) Can you give us an account of the general manner in which inquests are conducted in this neighbourhood with regard to which you wish to make a statement? Tell us of anything which you consider is wrong in the way in which they are carried out here?—As a rule the principal witnesses are spoken to by the authorities, and they are told what to say when the inquest comes on.

2000. What do you mean by the "authorities"?—The agents of the quarries—some of them. One of the men told me that giving evidence at an inquest was the most unpleasant business he had ever been engaged in. He was the chief witness at an inquest in the case of a man who had been killed at one of the quarries, and the unpleasant part of the business was that he had to say what he had been taught to say, and not the simple facts.

2001. (*Mr. Greaves.*) A man told you that?—Yes.

2002. That is not your own experience?—I was told that by the man.

2003. (*Mr. Evans.*) What else have you to say?—Men who are acquainted with the occupation of the deceased should be called on the jury.

2004. And what else?—I would suggest that the societies should have the right to send a person to the inquest to represent the interests of the men.

2005. What do you mean by "societies"?—That the Quarrymen's Union should send a man to represent their members.

2006. (*Mr. Jones.*) As is the rule in the case of a coal mine?—Yes, it really comes to the same thing.

2007. (*Mr. Evans.*) You mean that the governing body of the Quarrymen's Union, or the majority of the Union, should send a man?—Yes, that the majority should nominate a man to represent the interests of the members of the Quarrymen's Union.

2008. (*Mr. Greaves.*) Why the men of the Union, and not the quarrymen generally?—Because they have formed themselves into a society, and the others who are outside have not.

2009. (*Mr. Evans.*) But you would have no objection for the other section of the quarrymen, who are outside the Quarrymen's Union, to send a representative, I suppose?—No, not in the slightest degree.

2010. So that all the quarrymen would be represented at the inquest, whether they are members of the Union or not?—Yes.

2011. You said in the course of your evidence that you knew of floors which are worked too near to each other?—Yes, I do.

2012. Is that state of things in existence at the present time?—I believe it is, but I cannot be sure. I have not been there for some time.

2013. Are there proper roads for the men to go and come to and from their work in the quarry, as a general rule?—No, there are not.

2014. Is that a general thing?—No, it is not very general. There are some very good roads for the men to go along, but there are exceptions the other way.

2015. Are the good roads the exception or the rule?—They are the exception.

2016. Which are the exception—the good roads or the poor ones?—The very good roads are the exception.

2017. Are the roads generally good, or sufficiently good for the men to pass along?—No, they are not.

2018. I am referring now to the underground roads?—Yes, that is what I am referring to. I have a case in my mind now in which it is dangerous for the men to walk along.

2019. Do you wish to name that place, or would you rather not?—I have no objection to name it, in order that it may be improved, unless that has been done already.

2020. I think you should choose for yourself whether you will name it or not?—There is a place in the Llechwedd Quarry where water falls on the path, and when there is snow about and frost it is dangerous for the men to walk along that way.

2021. You could point out the place, if you were asked to do so, I suppose?—Yes, I can, and when it comes on to freeze anyone can go there to see it for himself, unless the place has been altered recently.

2022. (*Chairman.*) Is this path that you are referring to above-ground or underground?—It is underground.

2023. How far underground?—It is not very far.

2024. (*Mr. Evans.*) Is it dark there or light?—It is dark in one place and light in another part.

2025. We have heard from a doctor that it is a great labour for the men to walk long distances to their work; are the roads or paths in the district in a proper condition for the men to walk along?—There are some bad paths along which they have to go.

2026. Are they in such a state that the attention of the authorities should be called to them?—I believe that some of them are.

2027. (*Mr. Jenkins.*) You said just now that you knew a chamber, or that you had heard of one, which was pronounced as dangerous, and then re-commenced before any inspection was made of it?—Yes, that is so.

2028. Has that occurred of late years?—No, it has not occurred very lately.

2029. Have you reason to believe that anything of the kind has occurred in recent times?—I mentioned it for fear it might happen again.

2030. Was that the rule, or was it the exception?—It is very likely an exception, because it is an unusual thing for chambers to be in that way. It is not the ordinary rule.

2031. Is there any system of inspecting in the quarry you know most about?—I do not know of any. Perhaps there is. I have been working there for a long time, and I have not seen anyone examining, except what the workmen themselves did in that way. Some time back I was working at night, and a piece of the "hard" came down overhead. I did not hear from the men who were working there that anyone had been inspecting the place.

2032. Do you know that there is any known dangerous place there?—I cannot say.

2033. As to the ventilation of the sheds. Do you complain that they are not ventilated in a proper way, or do you say that there is no ventilation at all?—There is no proper ventilation there, in my opinion. The only ventilation they have is through the doors and in no other way. If the doors are closed, there is no ventilation at all, and the place is too close.

2034. Is there enough wind?—When the door is open there is too much.

2035. What would you call that, draught or ventilation?—Draught.

2036. With regard to the laying of dust, it was suggested here yesterday that a door should be made at the back, behind the dressing machine; would you recommend that?—Yes, I would. I think it would be very desirable, because the wind blows the dust up to a man's face when he is working at the dressing machine.

2037. And you think that door would be an improvement?—Yes, I have no doubt it would.

2038. What would you say as to running a pipe, as has been suggested by one witness, along the shed in order to lay the dust down by a spray of water?—I consider it would be a very proper thing in the summer months when the mills are dry, but in some cases the mills are damp. They are not dry underneath, and there is always plenty of water in those cases.

2039. Do you know of cases where the mills are wet underneath?—I have been working in one in which my boots were nearly covered with water.

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2040. And all those ought to be dried?—Yes, certainly they ought.

2041. What do you think of the present system of inspection; do you think that this dual inspection is advantageous?—I do not think it is effectual enough.

2042. You know that the sheds are under two inspectors, the Inspector of Mines and the Inspector of Factories; do you believe that that is advantageous?—I believe it would be desirable to have them under one inspector.

2043. And that, I suppose, the Inspector of Mines?—Yes, I believe so.

2044. What is the opinion of the men as to the way in which Dr. Foster does his work, do they approve of it?—They approve of it as far as it goes. They consider it would be of advantage if he were more practical and understood Welsh.

2045. But as far as the work he does is concerned, he is the right man to do it?—Yes.

2046. Do they believe that a man in the position of the present inspector should possess scientific knowledge?—Yes, of course.

2047. And that he should be assisted by another man having practical working experience?—Yes.

2048. (*Chairman.*) You have said that in some cases there is not sufficient room for a man to stand when he is putting up a belt?—Yes.

2049. Cannot a man have the machinery stopped whilst he is putting the strap?—Yes, he can do that, but in some cases the machinery must be set in motion before he can put the belting up, and then there is no room for him to stand to do it.

2050. With regard to coroners' juries, would you be satisfied if the coroner gave instructions that in cases of quarry accidents the police should summon six practical workmen from that class to sit on the jury, that is to say, one half of the jury?—Yes, I would, and I would suggest that there should be some kind of board behind the men to protect them when they come forward to give evidence.

2051. (*Mr. Jenkins.*) And you would be satisfied with even less than half the jury composed of quarrymen?—No, I think they ought to be half and half. That seems to me a very fair arrangement.

Dr. R. Jones.

Dr. Richard Jones, Blaenau Festiniog, recalled and examined by the Chairman.

2052. I believe that since you gave evidence before the committee you have a further statement that you would like to make?—Yes, that is so.

2053. Will you kindly make it?—First of all I was unable to give the number of the question before the Labour Commission with regard to the mean age at death of the quarrymen. The number of the question, I find, is 7160. I was also asked a question by Mr. Jenkins as to whether females over 14 years of age were more subject to consumption than males in this district, and offhand, without having any figures to guide me, I stated that I thought the females were more subject to that disease than males. Since then I have gone carefully into the matter. I went to Portmadoc, and I examined the registers of deaths for 10 years, and I find that during that 10 years there were 720 deaths amongst females over 14 years of age, the mean age at death being 51·48 years. The number that died from phthisis, out of that 720, was 154, the mean age at death of those dying of phthisis being 31·47. The proportion of deaths of females from phthisis, out of 1,000 deaths from all causes, was 213·8. That will appear from a table which I have put in.* Now, we found that the quarrymen die at the rate of 154 per 1,000 from phthisis, taking the number of deaths over 14 years of age, as in the case of females. The number of deaths from phthisis among those not employed in the quarries is 173 per 1,000. The rate is higher, therefore, among females than it is among quarrymen or non-quarrymen. I should like to say that these figures may not be anything out of the ordinary condition of things throughout England and Wales. Taking the number of deaths from consumption throughout England and Wales, we find that more females die of that disease between the age of 5 and 35 years than men, but up to the age of five years and over the age of 35 years more males die. That is a fact, therefore, that ought to be taken into consideration when you want to compare the number of deaths from consumption amongst males and females respectively. The mean age at death of females who die from consumption is 31·4 years, quarrymen 39·06, and non-quarrymen 35·6. As I have already said, I answered the question put to me quite offhand, and I was not able then to give you the figures bearing upon the question.

2054. (*Mr. Evans.*) You take the same age in both sexes?—Yes, all over 14 years of age. I was also asked on the former occasion to give a mortality figure for the Festiniog quarrymen. This I did, and I put the number of men between the ages of 25 and 65 employed at the quarries as 2,000. Since then, after having seen Dr. Foster's table giving the exact number of men employed, I have been able to arrive at the figure, I have not taken the 2,000 as a guess, but have obtained the actual figure. I work it out thus:—The number of deaths from all causes above 14 years of age amongst the quarrymen was 473. The number of deaths amongst those between the ages of 25 and 65 was 275. Those deaths I took as relating to 3,000 men, because we agreed on the former occasion that 500 men lived outside the district for which these figures are prepared. I therefore took 3,500 as being the total number of quarrymen employed, but according to Dr. Foster's figures the number is 3,326. Deducting the 500 from that figure, it would be a little under 3,000; but Dr. Foster's figures do not include the men employed at the Graig Ddu quarry, whereas they are included in my figures.

2055. (*Mr. Jones.*) What are the 500?—They represent the estimated number of men who live outside the district to which these figures relate. They are the men who live in Garn, Criccieth, Bettws-y-coed, Harlech, Portmadoc, and so on.

2056. And you estimate those at 500?—Yes, that is as near as I can get it.

2057. (*Mr. Evans.*) Have you checked that 500 with anything?—No, I have not checked them, I thought it was the nearest approach to what is right that I could think of.

2058. (*Mr. Jones.*) It is an approximate figure?—Yes. Now, with regard to the number of men employed; if you take the ratio of the deaths, you get at the figure 1744, but the proportion of deaths is less in the ages under 25 years, but larger over 65, so that I make a further deduction from that, and in the end I arrive at a figure of 1675 as representing the men employed in the Festiniog slate quarries between the ages of 25 and 65. If you take that figure of 1675, you find that you get 27·5 deaths per annum, or 275 in 10 years. This comes to 16·44 per 1,000. The standard figure of Dr. Ogle is 64,641, so that if you get 16·44 deaths out of 1,000, how many would you get out of 64,641? You will find that that works out to 1,062, and not to 1,043, as I said in my former evidence. The difference between those two figures—the 1,062 and the 1,043—is accounted for by the fact that I have now the exact figures upon which to base the calculation, whereas at that time I had not got them. I only spoke then of deaths from consumption. Since, I have gone carefully into all the causes of death amongst the quarrymen, and I produce a table giving the figures (Table XIV.). In the 10 years between 1883 and 1892 there were 275 deaths, which I have classified in the table I now put in under the various headings which you will find there. From those figures I have prepared another table (Table XV.). After getting the number of deaths from all causes during the 10 years, I have worked out a table which I call a comparative mortality table, taking as a basis the figures supplied by Dr. Ogle in his book (the Supplement to the 45th Annual Report of the Registrar-General), I find that out of the 275 deaths from all causes, the number of deaths from consumption was 53. That works out, taking my standard mortality figure as 1,062, to 204. The figure for all males throughout England is 220, and the figure for stone and slate quarriers is 308.

2059. (*Mr. Greaves.*) Showing a distinct advantage to the men employed in these quarries?—Yes, in the deaths from consumption between the ages of 25 and 65.

* Table X.

2060. It shows a distinct advantage?—Yes. These figures show that the males throughout England and Wales die at a higher rate from consumption than the Festiniog quarrymen. Again, out of the 275 deaths from all causes, the number of deaths from other diseases of the respiratory organs was 68. If we work these out in the same way as the deaths from consumption, we get at the figure 298, whereas the figure throughout England and Wales is 182. The figure for stone and slate quarriers, according to Dr. Ogle, is 274, so we find that the Festiniog quarrymen, excluding consumption die more from diseases of the respiratory organs that the males throughout England and Wales, and also at a higher rate than the stone and slate quarriers put together. If we add the two sets of figures together, those relating to consumption and to other diseases of the respiratory organs, the figure for the Festiniog quarryman is 502, for the males throughout England and Wales the figure is 402; and for the stone and slate quarriers generally, 582.* Therefore, when you add the two together — consumption and other respiratory diseases — the figures show that the Festiniog quarryman, although he dies more from other respiratory diseases, he dies less from both classes of diseases than do the slate and stone quarriers, according to Dr. Ogle's figures. There is a difference, on the two together, of 80 in favour of the Festiniog quarryman. On the former occasion, I compared the deaths among quarrymen and non-quarrymen over the age of 14 years, but I have now compared them between the ages of 25 and 65.

2061. (*Mr. Jones.*) Who do you include in the term "non-quarrymen"?—Every male that died (in the 10 years) outside those employed at the quarries.

2062. Within the district?—Yes, the same district. There were 275 deaths amongst the quarrymen, 121 being from diseases of the respiratory organs, giving us 440 per 1,000. Amongst the non-quarrymen, the total deaths were 152, out of which 69 died from respiratory diseases, or 453 per 1,000. If we take consumption by itself, we find that 192 per 1,000 of the quarrymen died from that disease, against 269 per 1,000 amongst the non-quarrymen. I have prepared a table of the diseases and age at death, in the case of quarrymen and non-quarrymen, as they appear in the registers of deaths. It works out exactly in the same proportion between the ages of 25 and 65 as it does over the age of 14 years, and as I had it on the first day. If we look at the number of fatal accidents, we find the number is 53, exactly the same number as those who died from consumption, and the figure works out, of course, to the same, viz., 204. The accidents, according to Dr. Ogle's figures as to slate and stone quarriers, work out to 148. The Festiniog quarryman, therefore, dies at a higher rate from accidents than the stone and slate quarriers throughout the country generally. The figures work out in this way. If you deduct the accidents out of the deaths amongst stone and slate quarriers, that is 148 from 1,122, you get 974; and in the same way, by deducting 204 out of 1,062, you get 858 as representing the Festiniog quarrymen. If, therefore, you deduct the number of fatal accidents from the number of deaths, the figures show a distinct advantage in favour of the Festiniog quarrymen as regards deaths from disease. If you make a comparison between accidents and diseases of the respiratory organs, you find that the figure of the Festiniog quarryman for diseases of the respiratory organs is 502, as against 402 for all males thoughout England and Wales, or a difference against the Festiniog quarryman of 100. The figure for the Festiniog quarryman as regards accidents is 204, and for males throughout England and Wales 67, showing a difference of 137, so the ratio is as 100 is to 137 against accidents. From these figures I conclude that it is more important to reduce death by accident than it is to reduce deaths from diseases of the respiratory organs.

We now come to pneumonia, and I may at once say that in my opinion this is the most common disease from which the quarryman suffers. Out of the 275 who died from all causes, 50 died from pneumonia, the figure working out to 193. That is only 11 less than those dying from consumption, and when we consider that 9 out of 10 of those who are attacked with pneumonia recover, it at once shows you the number of cases of pneumonia that occur in 10 years. You get in that way 500 cases of pneumonia in the 10 years. The cases of consumption that terminated fatally in the 10 years were 53, and I do not suppose that 1 out of 10 recover. These figures, therefore, at once show the prevalence of pneumonia in this district. The figures, I may say, include the deaths from all forms of pneumonia. We had in 1889 an epidemic of pneumonia, with 30 cases in one month, of which 13 died. It was an epidemic of infectious pneumonia, no doubt propagated by a germ such as was the case in other parts of the country. Dr. Klein examined the sputum of pneumonia patients, and found that it was so, and I have no doubt it was the same here. There is also a form of pneumonia which we put down to defective sanitary arrangements. I find that pneumonia is far more prevalent amongst those who work under-ground than amongst those who work above-ground. There are now three or four men, whom I know, suffering from pneumonia, and they are men who work underground. I attribute this to the even temperature the men work in. They get hot, and after coming into the open air they perhaps loiter about to wait the trains to take them home, and so on, and the exposure they are thus subject to, and in many cases wet clothes, and possibly the conditions under which they work, have a good deal to account for. I understand that in these quarries more gunpowder is used to take the rock away than is usual amongst miners in other mining districts, and it is a well-known fact that the products of combustion after an explosion of gunpowder are very much more injurious to health than in the case of blasting gelatine or other nitro-glycerine explosives. In the case of gunpowder you get carbonic acid, carbonic oxide, sulphurous acid, H_2S, C_2H_4, &c., whereas in the case of nitro-glycerine you only get carbonic acid and nitrogen. I do not know how far that may bear on the question, but it is well known that sulphurous acid is very easily converted into sulphuric acid, and I believe this to be a factor in the consideration of the question.

Coming now to diseases of the nervous system, I find that the number of deaths in the 10 years was 20, which works out to 77. The figure for all males throughout England and Wales is 119, and for stone and slate quarriers, according to Dr. Ogle's figures, 83, which shows that, as regards diseases of the nervous system, the Festiniog quarryman is better off than either of the two classes referred to.

Diseases of the alimentary system were the cause of 30 deaths in that period, which works out to 116, as against 77 for the males throughout England and Wales, and 63 for stone and slate quarriers in general. This at once shows that the Festiniog quarrymen die more from diseases of the digestive system than the males throughout the whole country of the same ages, and also more than the stone and slate quarrier, as given by Dr. Ogle. The cause of this increase is not, in my opinion, far to seek. Their diet, as stated in my former evidence, and also their mode of cooking it, have a good deal to do with the question; but whether that is sufficient to account for it I cannot say. The deaths from the same diseases amongst those not employed in the quarries is almost as high as that of the quarrymen, the figure being 111 in the case of the non-quarryman, against 116 in the case of the quarryman.

If we take diseases of the liver* by themselves, we find that the number of deaths was 10, which works out to 38. The figure for the males throughout England and Wales is 39, which is exactly the same as the Festiniog non-quarryman, and Dr. Ogle's figure for the slate and stone quarriers is 25. The Festiniog quarryman is therefore more subject to liver diseases than the stone and slate quarriers of the country generally. If we exclude diseases of the liver from diseases of the alimentary system, and work it out in the same way, we find that the figure for the Festiniog quarryman is 77, as against 38 for the males throughout England and Wales, and 38—exactly the same—for stone and slate quarriers generally. The Festiniog quarryman, therefore, if you exclude diseases of the liver, dies from diseases of the alimentary system at more than double the rate of stone and slate quarriers and of males generally. If we take cancer alone—I have not been able to get the figure for England and Wales—but the figure for Festiniog is 61, which I believe to be a high figure. Dr. Ogle does not give the figure for the country generally, and I have been unable to obtain it anywhere. I may say that, amongst the males, cancer is most common in the stomach, liver, and bowels.

* *Vide* Table XV.

* These include Diabetes.

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2063. (*Mr. Jones.*) You have not been able to get at the figure for comparison?—No, I have not. If we take diseases of the circulatory system—diseases connected with the blood and heart—we find that the number who died of those diseases—out of the 275 from all causes—was 18, which works out to 70. The figure for the males throughout England and Wales is 120, and Dr. Ogle's figure for stone and slate quarriers is 91, so that in respect of diseases of the circulatory system the Festiniog quarryman is better off than the stone and slate quarriers in general.

If we take rheumatism again, the number of deaths amongst the Festiniog quarrymen during the 10 years was nine, which works out to 34. I have not been able to find the comparative figure in this case either, but if you include the circulatory system, as given in Table XV., it works out in this way, all males throughout England and Wales, 120; stone and slate quarriers, 91; and Festiniog quarrymen, 104; so that the Festiniog quarryman is a little higher than the stone and slate quarriers, but lower than the males throughout England and Wales. We have a lot of rheumatism here, due no doubt to the meteorological conditions, the rainfall, the dampness of the soil, &c., which I need not now refer to.

As to diseases of the kidneys again, the figures for males throughout England and Wales is 41, and stone and slate quarriers, 24, whilst the figure for the Festiniog quarryman is only 15, so that they die less from diseases of the kidneys than the other classes. The figure for the Festiniog males generally is 65, but in this, you must remember, are included tradesmen and licensed victuallers, and kidney diseases are very common amongst the licensed victuallers, which makes the figure high. The figure, therefore, for all males in Festiniog, over 25 and under 65 years of age, is 65, and only 15 amongst quarrymen of the same age.

2064. (*Chairman.*) You say that the figure of 65—diseases of the urinary system—is high amongst the Festiniog males because it includes the licensed victuallers?—Yes.

2065. Do not licensed victuallers suffer a good deal from liver diseases?—Yes, they do.

2066. But according to these figures the non-quarrymen and the quarrymen have almost precisely the same death-rate from liver diseases?—Yes, the figure for the quarryman is 38 and the non-quarryman 39.

2067. So that there is no reason to suppose, from those figures, that the Festiniog non-quarrymen are given to alcoholic excess?—No.

2068. How do you account for the high figure of 65 from diseases of the kidneys amongst the non-quarrymen?—I cannot account for it.

2069. That appears to be the figure?—Yes; I have gone into it carefully.

2070. As to the figure of 298—other diseases of the respiratory organs—can that be accounted for in any way by dust?—As I said on the first day, I do not believe that dust can be said to be the cause of pneumonia, and pneumonia is the means of swelling up that figure. The primary effect of dust, as I said before, is mechanical. It irritates the lung, but how far it may render that lung more susceptible to disease I cannot possibly say. That is the view I take of the matter. It undoubtedly irritates, but how far it renders the lungs more susceptible to disease I cannot say.

2071. It would not cause the disease, you think?—No, not by itself.

2072. (*Mr. Jenkins.*) But you have no doubt it does to some extent?—I put it down as one of the conditions that produce the diseases or as one of the factors.

2073. (*Chairman.*) As far as the death-rate is concerned, it is more important to prevent accidents than to prevent disease?—Quite so.

2074. Which of the two—accident or disease—is most easily prevented?—I am no authority on that question. The figures work out in the ratio 100 to 137, so there is more work to do with accidents than with diseases of the respiratory organs.

2075. With regard to pneumonia, you have stated that there are epidemics of pneumonia and that the disease occurs mainly among the men who are employed under-ground?—Yes, I believe the larger proportion of those attacked are men who work under-ground.

2076. If the disease is caused by a germ of any kind, why should the bacillus go under-ground and affect men there more than above the surface?—I cannot say, except that the conditions under which they work, compared with the conditions outside, are conducive to a chill, which develops the disease.

2077. Without the bacillus?—It is the opinion of the best authorities that there is a pneumonia bacillus.

2078. Is it not an opinion of some that there is a bacillus living in the earth that brings on tetanus?—Yes.

2079. Is there any reason to suppose that there is a bacillus under-ground that produces pneumonia?—I do not know.

2080. (*Mr. Jones.*) What about dampness?—That would be one factor in the production of the disease, the same exactly as dust or smoke, or the combustion of gunpowder.

2081. Dampness and working in damp clothes would help to bring it about?—Yes.

2082. (*Mr. Greaves.*) And also variations in temperature?—Yes, that affects it also.

2083. (*Mr. Jones.*) And the difference in temperature is great in summer?—Yes, it is. With your permission I should like to quote from the meteorological readings I got from you some time ago, Table XVI.

2084. You are quite welcome?—By the kindness of Mr. E. P. Jones, I obtained from him in 1890 some meteorological readings which he keeps, showing the rainfall, the readings of the barometer and the thermometer, and the direction of the wind for a period of three years. I will hand them in in the form of a table.

2085. (*Chairman.*) What are the deductions that you make from the figures?—That the epidemic of pneumonia had a close connexion with the meteorological conditions existing at the same time. They all occurred in a month, and we never had a case after that.

2086. Do you mean that the germ was wafted by the wind?—Yes; it was infectious.

2087. And it was wafted here by a particular wind?—Yes, no doubt. The epidemic was in June 1889, and in that month there were 17 days of north, north-east, and easterly wind. The rainfall for the month was ·89 inches. The mean average of the barometer was 29·335, which was a higher barometric reading than that in the corresponding month in other years. The mean average temperature was 59·17 indoors, and 56·9 out of doors. The atmosphere was very dry, and the nights excessively cold.

2088. (*Mr. Greaves.*) In every country where the days are hot and the nights cold, you have great prevalence of pneumonia?—Yes, that is so. People are apt to neglect themselves, and take a chill, which develops into pneumonia.

2089. Is it a fact that there is more pneumonia in countries where the days are hot and the nights cold?—Yes.

2090. You say there is an excess of female mortality from phthisis over male in the Festiniog district?—Yes, there is; when you take them over 14 years of age. How the figures would work out if you took them between the ages of 25 and 65, I am unable to say.

2091. Is that state of things confined to Festiniog, or is it common to the United Kingdom?—If you take the United Kingdom the excess is in the males, except between the ages of 5 and 35 years; between those ages the females are higher, but under 5 years of age and above 35 more males die.

2092. (*Mr. Evans.*) All the evidence we have had from the medical witnesses has been given in regard to diseases or accidents which terminate fatally. We have had no evidence in regard to complaints from which the quarrymen suffer, but which do not terminate in death. Have you any statistics or information to give on that point?—I can only say this, that if you have a certain disease—say pneumonia—and you have 20 deaths, you roughly calculate that you have 200 cases of pneumonia in the district, because one in ten die. The ratio of deaths to disease has been pretty carefully worked out. Take typhoid fever, for instance, the ratio there is 1 in 16. Taking these figures, therefore, I should say that the most common diseases of the

quarrymen are pneumonia, consumption, and diseases of the alimentary system. Of course, there are the accidents as well.

2093. So that the figures as to cause of death indicate what are the prevalent complaints in the district?—Yes. At the present time there is no system of notification of diseases—ordinary diseases—so that you cannot get at the figures, but I have no doubt it will come to that some day.

2094. What made me ask that question was a note made by Dr. Ogle, to the effect that the quarrymen may be suffering from some diseases, but that they do not die from them?—I have taken all the diseases of every system, such as the nervous system, the circulatory system, the alimentary system, and so on, into account, and I have given the figures of every one of them.

2095. (*Mr. Jenkins.*) Is it not possible that in the case of a weak chest caused, say, by the effects of dust and so on, another disease may set in, from which the man may die?—I look upon the occupation of the quarryman, and the circumstances surrounding him, as factors.

2096. It has a bearing on the question?—No doubt the fact that he works under-ground is one factor, and the moisture under-ground is greater, I have no doubt, than outside. The smoke, the products of combustion, the dust you get there, and the wet clothes and the dampness which are inseparable from the occupation.

2097. In arriving at the comparative table, do you think you had a sufficient number of men to afford you a fair basis for comparison?—Dr. Ogle, in the figures which he gives in his book, takes all males throughout England and Wales, and in the case of stone and slate quarriers, for instance, he finds that the mortality figure is 1,122. His figures are based on the years 1880, 1881, and 1882, but he did not go through the registers for those three years. He simply had a sample figure and took a case here and there and compared it with that. I have gone through the registers of death in this registration district from 1883 to 1892, and have taken every death during these 10 years, and not simply taken a sample here and there. The figure is small, but at the same time, if I may be allowed to say so, I believe I have got as near as possible to the truth.

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2098. (*Chairman.*) As far as the comparison between the slate quarriers and the non-quarriers is concerned it is correct?—Yes, quite correct.

2099. (*Mr. Jenkins.*) I believe that Dr. Ogle gave as his reason for not separating the stone quarriers from the slate quarriers the fact that the figures would not afford a sufficient basis?—I do not know what Dr. Ogle's reason was. All I know is, that in his books he does not separate them. He says he does not know the districts, and that he has no knowledge of slate as compared with stone. I have confined myself to slate, that being the industry here.

2100. But as it is, the deaths from respiratory diseases are higher than in other occupations?—Yes, it is undoubtedly high. It is 502 in the case of the Festiniog quarrymen, as against 402 in the case of the males throughout England and Wales.

2101. Is it higher than in the case of carpenters and joiners, for instance?—The mortality figure of carpenters and joiners is 820.

2102. I am referring now to deaths from phthisis?—The figure from phthisis of carpenters and joiners is 204, exactly the figure that I have put down as the figure for the Festiniog quarrymen. Dr. Ogle's figure for stone and slate quarriers is 308.

2103. That only included phthisis?—Yes.

2104. (*Chairman.*) What is the comparative mortality figure of medical men?—1,122, I am sorry to say.

2105. (*Mr. Greaves.*) And that is higher than that of the Festiniog quarryman?—Yes.

2106. (*Mr. Jenkins.*) What have you compared the figure as to accidents with?—With the figures for England and Wales, and with the figures given by Dr. Ogle as to stone and slate quarriers.

2107. Is the figure as to accidents higher than in the case of the under-ground quarryman than it is throughout England and Wales?—I could not tell you. The figure for the Festiniog quarryman works out higher than Dr. Ogle's figure for stone and slate quarriers.

Mr. William Williams, Penrhyndeudraeth, examined by the Chairman.

Mr. W. Williams.

2108. What is your occupation?—A rockman.

2109. How long have you been working in the quarries?—For 25 or 26 years.

2110. And how many years have you worked under-ground?—I have been all my time under-ground.

2111. What can you suggest, or what information can you give us that will help us to make the work safer, both as regards life and limb and less dangerous to health?—There are some of the special rules that we want modifying. They have not been framed for quarrymen especially, and some of them are quite impracticable.

2112. What quarry do you work at?—At the Lower Oakeley. For one thing I should like to refer to rule 72. That rule states, that "no iron charger or scraper shall "be used for charging a hole with any explosive."

2113. What improvement or change do you wish for in that rule?—The matter has been considered by about 50 of the men, who met together for the purpose, when we prepare a hole to blast, and the rending has commenced, we put a piece of paper to cover the powder. It is necessary that we should put the scraper down with the paper in order to push it to the bottom of the hole. Sometimes it will be two yards deep, and then we let the powder down so that it may drop along the side. We are, therefore, obliged to use the scraper to put the paper in. On other occasions we cut a wide piece of paper and put it down the rent caused by the pillaring, and the scraper in it. We consider the practice perfectly safe, and not one of us can point to an accident that has happened through putting a scraper with the paper down into the hole.

2113*a*. Why did the workmen not ask for some alteration when the rules were first proposed, and when they were informed by notice that they might propose any alteration in them?—I do not know very well myself, but I believe that half the workmen did not understand them properly. They are taking more notice of them these days.

2114. Would not a copper scraper do the work equally well?—Yes, it would, but is it right to add to the expense when the iron scrapers do not cause any accidents?

2115. (*Mr. Evans.*) Could you not use a wooden one for that purpose?—We require it to be a very fine and strong one, and wood would be too weak. We cannot get a wooden one firm enough to keep the paper in its proper place.

2116. (*Chairman.*) Have you anything else to say?—Yes, with regard to the bugle. When we have been blasting, we cannot at all times put the bugle back in the chest without incurring some risk.

2117. Will you explain exactly what you mean?—Sometimes, after blasting, the block will have been moved just a little, and we may want to blast again in order to move it a little. Under those circumstances, if we have to take the bugle back to the chest, we have to face danger in so doing.

2118. Who compels you to take the bugle back to the chest under those circumstances?—They tell us that we must keep it in the chest.

2119. (*Mr. Evans.*) Who tells you that?—The agents tell us; they have seen the bugle close by me, and I was told to take it to the chest. I explained why it was left there.

2120. (*Chairman.*) And what did he say then?—He said nothing at all.

2121. (*Mr. Evans.*) He gave you to understand, in the way he spoke to you about it, that he did not approve of the practice?—Yes; he said it was to be in the chest—that the chest was the proper place for it. I would recommend that the wording of the rule be altered so that it might read that we are to keep them in a safe place, instead of compelling us to keep them in the chest.

2122. What suggestion have you again?—I would suggest that the same inspector should have control of the quarries inside and out, and that if one inspector is

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not sufficient, another practical workman be appointed to assist him. I think Dr. Foster's visits are rather infrequent, because his district is too extensive.

2123. What other suggestions have you?—I should like to refer to the railway arrangements on the Festiniog Railway. The carriages that the men travel in are much too small. They are only 9 feet long, 4½ feet broad, and 4 feet 8 inches high. Sixteen men have to ride in them, and the ventilation is very defective.

2124. Are the carriages for the workmen special carriages, or are they the ordinary third-class carriages?—They are special carriages, and they are kept in a very dirty condition.

2125. Do they get special cheap fares?—Yes, they do.

2126. Are they cheaper than the ordinary third-class fare?—Yes.

2127. Would you be willing to pay more if you got better carriages?—I cannot say. There is another danger in connexion with the railway. There is no inspection of the line before the train goes up in the morning. A tree may fall across the line, and the train run into it.

2128. Has that happened within your knowledge?—Yes, it happened quite recently.

2129. (*Mr. Greaves.*) And was anyone hurt?—No; no one was hurt, but the chimney of the engine was broken. There is no light provided in the carriages, except the candles that the men themselves provide. Candles are not a safe way of lighting the carriages, because if a carriage went off the line there would be some danger of it going on fire.

2130. (*Chairman.*) Then the workmen carry their own candles in the train?—Yes; and there is no other light.

2131. (*Mr. Jones.*) How many lights would there be in each carriage?—Two candles, sometimes more, and sometimes only one.

2132. (*Chairman.*) Are the times of departure convenient for the time to commence and leave off work?—Yes; but in case a man is ill, or has met with an accident, or anything of that kind, or the weather is wet, he is not allowed to travel by any train except the workman's train. He can go by the 1.0 o'clock train, if he likes, by paying 4*d.* extra, but he cannot go by any other train except by paying the ordinary fare.

2133. If you were to live at Blaenau Festiniog, would not these difficulties be prevented?—As far as I am concerned, it is a personal matter with me. I am a widower, and live with my sister.

2134. Are the times of the trains convenient in the morning and in the evening?—Yes, the times are convenient morning and evening.

2135. But the mid-day arrangements, you say, are inconvenient?—Yes; very inconvenient.

2136. Is there any difficulty in getting away on Saturdays?—No.

2137. Have you anything else to say?—No, I have not.

2138. (*Mr. Jenkins.*) I suppose you do not go to Penrhyndeudraeth every night?—No, I do not.

2139. (*Chairman.*) Do you live in barracks here?—Yes.

2140. In the village or at the quarry?—In the village close by.

2141. And are they comfortable barracks?—Yes.

2142. And clean?—Yes, they are. The officers of the Local Board say they are the best at Blaenau Festiniog.

2143. (*Mr. Jenkins.*) Is the rule you have referred to as to the powder bugles generally understood as you have stated?—Yes.

2144. It is generally understood by the men in the same way as you understand it?—Yes, it is.

2145. The men are under the impression that they have to take it to the chest if they have any spare powder in it?—Yes.

2146. We had a suggestion by one of the witnesses yesterday that walls be erected in the disused levels. What have you to say to that?—I think it would be a very good plan, and I would recommend that it be carried out. I would also suggest that the recent improvements we have had at the Oakeley quarries should be introduced into the other quarries. For instance, the roof should be inspected periodically. If the same care had been taken for the last 15 years as has been taken during the last two years, accidents would have been much less frequent.

2147. It was suggested that a minute inspection should be made of every place before it goes out of reach, and that a record should be kept of the inspection in a book. Would you approve of that?—Yes, I would, most certainly.

2148. It was also suggested that the water be stopped from running into the chambers; that is, the water that streams into the chambers—what do you think of that suggestion?—That has been done to some extent for some years past, but it is not possible to do it in every case. I have been working in a place where the water came down, and they could not see their way clear to divert it, nor to prevent it in any way. They were anxious to do it if they could, and they asked me if I could suggest anything and I said I could not.

2149. But where it can be done you think it ought to be done?—Yes, certainly.

2150. By what means?—That a dam of clay should be made across the chamber, so as to divert the water into some other direction.

2151. Would that not be too costly a method?—No; it would pay the owners and the workmen as well.

2152. (*Chairman.*) Have you anything else to suggest?—I would also suggest that the Wells light be adopted throughout the quarries in order to inspect them. In a place where I was working there was a "scribe" 10 yards high, and was not wide enough for you to put a halfpenny in it. You could not see it with a candle, but you could see it with the Wells light. That occurred three weeks ago.

2153. (*Mr. Jenkins.*) Is it possible for you to make every place quite safe before you leave it?—No, it is not. You cannot get every place solid; and where you cannot get that, I would recommend that frequent visits be made to the place to inspect it. A record should also be kept in a book of the state of the place when it was last inspected, and then after the lapse of another month they could see what places ought to be visited.

2154. Do you approve of the suggestion which was made this morning by Mr. Robert Roberts that all quarry managers and sub-managers should hold certificates?—Yes, I would most certainly approve of that.

2155. Would you approve of the suggestions made as to inquests; have you heard the suggestions that were made here to-day on that subject?—Yes, I heard them.

2156. And do you approve of them?—Yes. I consider they should be more like collieries. I have been working in a colliery myself. As a rule, the tradesmen do not understand the quarry terms, and consequently they cannot properly understand the witnesses.

2157. With the exception of what you have referred to, do you approve of the special rules?—No; I would recommend that others be added to them.

2158. You mean that rules should be framed to carry out the suggestions that have been made?—Yes. For one thing I would add to the special rules that all the chambers be examined every six months, as they do now at our quarry to a very great extent.

2159. (*Chairman.*) Have you anything else to suggest?—No, I have not.

Mr. W. Owen.

Mr. William Owen examined.

2160. (*Chairman.*) Where do you live?—At Festiniog.

2161. And you are one of the managers of the Oakeley quarries?—Yes.

2162. How long have you been a quarry agent?—For 16 years.

2163. And what were you prior to that?—I was for eight years before at the same quarry. I worked for three years as a quarryman, and for five years in the office.

2164. Were you working above-ground when you worked as a quarryman?—Yes.

2165. (*Mr. Jones.*) For the three years?—Yes; and I was in the office for five years afterwards, and then agent for 16 years.

2166. (*Chairman.*) You have heard a good deal of the evidence that has been given?—Yes, I have.

2167. Can you give us any suggestions for making the works safer?—No, I cannot give any suggestions, except that every care possible should be exercised by both workmen and managers.

2168. What is your opinion as regards danger increasing with depth, or otherwise?—I believe that the greater the vertical depth of the "wall" is, the greater the danger.

2169. But the further you go down along the dip of the slate vein does it become more dangerous or not?—I do not think it does in itself. I do not think the mere extension of the pillar down to the bowels of the earth makes it more dangerous.

2170. (*Mr. Greaves.*) You heard Mr. Roberts's evidence as to the periodical inspection?—Yes.

2171. And you confirm all that Mr. Roberts said?—I do.

2172. And you have nothing further to suggest?—No. I consider it part of my duty to inspect as well as to see after the men, and I do so every day.

2173. You are of the same opinion as Mr. Roberts as to the advisability of appointing an under-inspector; you heard Mr. Roberts say he did not think it would be of any use?—Neither do I think it would be of any use.

2174. You think the present staff quite sufficient to make every necessary inspection?—Yes, I do.

2175. With the assistance of Dr. Foster, the Government inspector?—Yes, certainly.

2176. And you think the special rules are generally sufficient?—Yes, I do, generally speaking.

2177. If they are strictly observed they are sufficient?—Yes, they are.

2178. Have you any difficulty in enforcing the rules at your quarry?—Yes, we have a little difficulty. There are some rules which the men cannot obey very well.

2179. I do not suppose you insist unreasonably upon any rule?—No. I rely on the words "reasonably practicable."

2180. (*Mr. Jones.*) Do you consider those words an addition to or a deduction from the rules?—As an addition to them. You judge the thing by your own reason, or that is how I do.

2181. (*Mr. Greaves.*) What steps are taken to inspect the ropes and machinery at your quarry?—Our chief engineer makes a periodical examination of all incline ropes and the machinery and chains.

2182. He is a special officer for that work?—Yes.

2183. And he is responsible for it?—Yes; and he keeps a record of what he does.

2184. And your bridges are examined, I suppose?—Yes.

2185. Is that part of his duty?—No, that is done by the foreman carpenter.

2186. And that is periodically done?—Yes, it is.

2187. If any complaint is made by any quarryman, I suppose it is immediately attended to?—Yes; it is always attended to at once.

2188. (*Mr. Jones.*) Can you produce the plans that I asked Mr. Roberts for?—He will do so, or I will, later on. As to the area excavated under-ground, I think it works out at our quarries to 220,000,000 cubic feet, or thereabouts.

2189. But what would the area be?—It would be about 450,000 square yards.

2190. Can you give me the length, say from east to west?—You cannot do it very well, because it varies In the Lower quarry it starts very much more to the east than in the Upper quarry, so that you cannot take a mean figure. I have worked it out in sections, and I think it will work out to 450,000 square yards.

2191. What is the length of the wall?—We have 21 floors, and taking each to be 90 feet along the clay slant, that would make from 1,800 to 1,900 feet.

2192. And that would mean the length of the slate "wall"?—Yes.

2193. You say you do not believe that the works are getting more dangerous as you go down?—I do not see that they do. I do not think there is any more superincumbent mass above the bottom floor than there is above, say, the 10th floor from the bottom. I believe you will get as much superincumbent mass above that floor as the lower floor, when you go far enough west. *Mr. W. Owen.* 21 Dec. 1893.

2194. The danger will not increase as you go down, because the arch roof will take off the weight from the beam roof, is that your opinion?—Yes, it will undoubtedly, until the arch becomes too great.

2195. It depends upon the mountain?—Yes.

2196. And the span of the roof?—Of course.

2197. With regard to Cwmorthin, do you think that the fact of Cwmorthin being worked up to your quarry in itself extends the span of your roof?—Of course it does. It increases this 450,000 square yards.

2198. I asked Mr. Roberts about the reposing angle of the slate, do you agree with what he said?—Yes.

2199. What do you take it to be?—About 25°, I should think.

2200. From 20° to 30°?—Yes.

2201. And that is the smallest angle that you have got in the quarry?—Yes.

2202. All others are steeper?—Yes.

2203. So the quarries are like a pack of cards in your hand?—Yes, but you cannot play with them.

2204. As to the special rules, would you like to have them revised?—There is one in particular, which was referred to by Mr. Roberts, I mean the 73rd rule, as to the wooden rammers. I consider that rule to be quite impracticable.

2205. I only want your opinion in a general way, would you like to see the special rules enforced throughout the district?—I would.

2206. Why?—Because I believe they would do good.

2207. You think it would be advisable to have uniform special rules?—Yes, because when men go from our quarries to work, say to the Votty and Bowydd, they have not got the same rules there as we have, and *vice versâ*. We find a difficulty in getting men who come to us from other quarries to comply with our special rules, whereas if they were uniform there would be no difficulty.

2208. And there would be no lack of discipline?—There would not be to the same extent, but I should like to say a word with regard to the evidence of the last witness, as to the powder bugle. I think he went a bit too far when he said that we insisted upon his taking it back when they wanted to put a second blast in. That is not what we do. If we see that a man is not quite certain whether he wants a second charge or not, we never say a word to him about taking the bugle to the chest, but when we see the men working on the forebreast, and three or four pounds of powder in the bugle, we then interfere. They may not want it in that case for hours.

2209. You can see at once whether they want it soon or not?—Certainly, we can see that from the nature of the work they are doing.

2210. (*Mr. Evans.*) You say you do not think the quarries become more dangerous as the pillars extend in length?—No, I do not think they do.

2211. Do you think that time has anything to do in making any of them more dangerous in consequence of the weather, and the action of rain?—Yes, I believe the weather affects the slate to a very great extent, where it is subject to atmospheric influences.

2212. How far under-ground do you think that the influence of the weather extends?—It would not go very far; but the change of weather from summer to winter, as well as blasting, affect the slate rock to a great extent.

2213. How far down do you find the weather to affect it?—It depends how near you are to the open. If you go under cover you only find it to a very small extent.

2214. Do you find ice under some circumstances very far down?—Yes, very far down, but not under cover.

2215. And to that extent you think the weather has something to do with the condition of the rock?—Yes.

2216. (*Mr. Jones.*) What about the water, we had some evidence about water coming down from one floor to

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the other?—We do everything that we possibly can to keep the water on the highest level that we can. It stands to reason that it is to our interest to do that.

2217. Have you any means whatever of checking the water from going over?—Yes. We have troughs at every possible point we can put them on the surface, and ditches, and so on, to keep the surface water as far as we can on the surface, but there is always water percolating through and we cannot possibly avoid that. Dams are made wherever they can be constructed, and troughs and so on are made under-ground. It is to the interest of everybody to keep the water high up, and we do all we can in that way.

2218. Do you find that the slate rock is not so damp as you go down?—No, I do not think it is, because the water as a rule percolates from the upper surface.

2219. (*Mr. Jenkins.*) Do you say it is less damp in the lowest parts of the quarry than it is higher up?—There is less water percolating through.

2220. But you do not say there is less water?—No, there is more water.

2221. Where it is possible that water streaming over the rock can be stopped, you agree with the previous witness that it ought to be prevented?—Yes, certainly.

2222. Which side of the pillar are the men most inclined to undercut, when they do it inadvertently?—I do not know. It is easier to undercut the west side of the pillar than the east side, which is the west side of the chamber.

2223. When that is cut in that way it is cut more under, and not at right angles to the cleavage?—No, it is not cut nearly at right angles to the cleavage.

2224. Where it is properly cut it is quite at right angles?—Yes, but it never is cut at right angles.

2225. It is never cut at right angles?—No.

2226. Then how is it cut?—At a larger angle. If you were to cut the pillar at right angles to the cleavage it would lean to the west about 1 in 4 or 1 in 5. Ours lean about 1 in 9.

2227. Is it easier for the men to cut the other side of the pillar?—No, it is not so easy to cut the other side. It will not cut so clean.

2228. But supposing you had your slant under it?—It would be easier to undercut then.

2229. And there would be great temptation to cut it more vertical?—Yes.

2230. And if that were done, what would be the effect on the pillar?—It would weaken it.

2231. It would weaken it more than if the other side were cut to the same extent?—I cannot say that,—I do not think so.

2232. Then you do not quite agree with the answer given this morning?—I did not hear that answer given.

2233. (*Mr. Jones.*) You said that you cut at right angles to the cleavage?—Yes.

2234. Or to clay-slant?—It does not matter which,—there is not much difference between them.

2235. Is it 18 degrees?—It is not much.

2236. That is the same thing?—The line of pillaring is at right angles to the plane of cleavage.

2237. And you do not follow that?—No, certainly not.

2238. (*Mr. Jenkins.*) That is because you do not cut the other side in proportion?—No, that makes no difference.

2239. (*Mr. Jones.*) Which side would be the most profitable to the men to cut?—The west.

2240. If they were to blast the other side what would be the result?—It would "scribe," unless there was a slant underneath.

2241. (*Mr. Jenkins.*) Do you find any difficulty in getting the men sometimes to obey you in cutting the pillars?—Occasionally.

2242. And you do not always succeed in getting them made perfectly safe?—No, we cannot be present always. Of course they will not disobey in our presence.

2243. Nor can you inspect them as you generally go round?—Yes, we can.

2244. Can you always do that, and do it minutely?—Of course you cannot inspect every square inch of the wall, but you can inspect so far as it is reasonably practicable to expect a man to do it.

2245. Then can you inspect every square yard?—No, I do not think it would be necessary to do it to a square yard. When you have a hole on the west side of the "wall," for instance, which is perhaps 20 feet long, you do not examine every square yard of it.

2246. Can you say from the top or bottom of a pillar whether it has been cut safe or not?—No, you could not.

2247. Therefore you must go there and look at it?—Yes, in that case you must.

2248. With regard to special rule No. 74—it provides that, "if the shot goes off, but fails to do its work, a "person shall not re-charge the hole, nor put powder "into any rent made, until after the lapse of 10 "minutes, unless he can satisfy himself that there is "no fire remaining in the hole or crack." What do you think of that rule—is it possible to carry it out?—Not always, I should think.

2249. (*Mr. Jones.*) As far as it is "reasonably practicable," that can be carried out again?—Those words govern every one of the rules, in my opinion.

2250. (*Mr. Jenkins.*) Would it go far enough if the words "until after the lapse of 10 minutes" in that rule be left out?—I do not think it would make any difference myself. I do not quarrel with those words as far as I am concerned.

2251. If you were to re-charge where there is water—what about that?—That is an exceptional case, and I would allow a man to do it.

2252. He must do it at once?—Yes, and if there is water there is no fear of an explosion.

2253. Therefore the words as to the 10 minutes are not necessary?—But that is not the rule, that is an exceptional case. I think it is necessary to provide for cases in general, because you have got your own judgment which you can exercise.

2254. (*Mr. Jones.*) Can you carry out the 76th rule, as to pillaring holes; what is your experience as to that?—I believe you can with pillaring holes, as a rule.

2255. (*Chairman.*) What area of roof were you able to examine with the ladder that has been spoken of?—I think it was about 200 square yards, and the cost came to about 4*s.* 6*d.* per square yard. It was in chamber 16, floor K.

2256. It cost 4*s.* 6*d.* per square yard for the examination alone?—For the inspection and clearing of that portion.

2257. There was some of the roof taken down?—Yes, a small portion.

2258. Have you, in the Oakeley quarries, any chains for giving access to disused levels?—Yes.

2259. Is that general?—We intend to do it.

2260. Although there is no special rule requiring it?—No, there is not.

2261. Do you approve of the suggestion made by Mr. Roberts that quarry managers and sub-managers should have a certificate?—Yes, I do.

2262. And would you include in that certificate a practical knowledge?—Yes.

2263. And scientific knowledge as well?—Yes, sufficient scientific knowledge for the purpose.

2264. (*Mr. Evans.*) How often does the engineer inspect the ropes and machinery at your quarry?—Really, I cannot swear to that, but I think he does it once a month.

2265. And do you think, from your experience, that that has been the means of preventing accidents?—I daresay it has. We have changed ropes and other things before this at his suggestion, and I do not think we have had a single accident since he has commenced.

2266. Is there a record kept of the inspection he makes?—Yes, he keeps a record in a book himself.

2267. And is that book at the disposal of the inspector if he wishes to see it?—Yes, it is. He can see every book in the quarry, and there is nothing kept from him.

2268. (*Chairman.*) Is there anything else you would like to say?—I would like to refer to the question of manholes. It was stated yesterday that there was no

protection for the men during blasting, but it is our invariable rule to have a manhole provided for every chamber, which is not open to a floor above.

2269. A place to which the men can retire?—Yes.

2270. (*Mr. Jones.*) You mean a recess?—Yes, a place where the men can shelter. The recess could only be used for the first "thickness" or two, and afterwards it would serve our purpose for cutting a ceiling-*bôn*.

2271. What do you do with the next "thickness," after the first and second?—They would become very short. You would not require anything. If you open a chamber only 15 yards high, and get two or three "thicknesses," you come near the ground and do not require anything. I think you refer to the miners, who "roof" these places. They have to "roof" them, and they cannot get any protection at all. They must face it.

2272. (*Mr. Greaves.*) But there the danger is not so great?—No, but it may fall down.

2273. There is no danger of anything falling down?—Only from the roof.

2274. And that would be very small?—Yes.

2275. The great danger was, as pointed out to us, when a man ascended the face of the rock?—Yes.

2276. It might possibly fall down upon him?—Yes.

2277. But a miner does not run that risk?—No.

2278. (*Mr. Jones.*) With regard to the floor underneath the miners, what is the average angle of that?—If it is under the slant it is between 28° and 30°.

2279. Would the rubbish run over that by its own weight?—No, unless it was something very large. Small rubbish, as a rule, will remain on it.

2280. And that of itself will be a safety?—Yes.

2281. (*Mr. Jenkins.*) In some cases you cannot get chambers open at the top?—No.

2282. But, as a rule, these should not be encouraged?—No. No one will work without an opening if he can help it.

2283. They are very dangerous, are they not?—Yes, certainly. It was given in evidence yesterday that a certain witness had been intimidated, that the management of the late Palmerston quarry did not act fairly towards a certain witness in legal proceedings taken by the Government inspector against the company. I happened to be one of the officials of the late company, and to-day I am ready to prove that there was no intimidation whatever exercised towards that witness. He had exactly the same rights and the same fairplay as every other man in the quarries during the time that the Welsh Slate Company worked that quarry. I think I ought to say that, in fairness to the management of the late company.

2284. (*Mr. Jenkins.*) Do you know, of your own knowledge, that the prevalent impression in the district is otherwise?—I daresay it is, but I do not deal with impressions, but with facts.

2285. But there is an impression of that kind, is there not?—There may be amongst some people. Some people like impressions. Another thing I should like to say is this, that to my knowledge, for the 17 years I have been acting as sub-agent at the Oakeley quarries, there has not been a single fall of ground which can be proved to have been left through carelessness. I mean falls of ground of any kind. I believe a statement has been made to the contrary, but as far as my personal knowledge goes, I do not know of a single fall of ground which it can be proved was left through carelessness.

2286. (*Chairman.*) And you are speaking now of a period of 17 years?—Yes. After raising a ladder, when anything does fall down, our first question to the men who go there is, "Was it a thing which became "dangerous after the lapse of time, or do you think "it was left dangerous originally?" and the answer invariably is that it became dangerous after the lapse of time.

2287. (*Mr. Jenkins.*) We have had it in evidence by one of the most experienced workmen who looks into these things that he has seen many places of that kind. I refer to Robert Davies. He said he knew of many places where things had been left dangerous; did you hear that?—I disagree with him entirely. Of course, if that is so, he did not carry out the special rule. It was his duty to inform us at once if he saw anything of that kind, and he never did that. *Mr. W. Owen.* 21 Dec. 1893.

2288. But he was sent there to bring it down, and to make the place safe?—Yes, after the thing happened.

2289. And he says that a good deal of what he has seen was the result of places being left in a dangerous condition?—I cannot say what he said. All I can say is that my experience is otherwise. He was led on by you to say something very like it, but he did not actually say that, I think. You questioned him about putting a hole in one block instead of putting it in the three, and he was led to say that he saw the effect of that on the walls, but he did not say that he saw anything dangerous on the walls. Of course the two are very different things.

2290. What about the suggestion of making a wall in the middle of a disused level?—I do not know really. It might be advantageous. I can say that our experience is that walls have been built in that way, and always taken down by the men themselves afterwards. I do not know why they do that. The fences that we put down are very much more substantial, and they are not taken away. It would, of course, prevent what you seem to wish to guard against, that is, the possibility of a blast throwing from one chamber to another.

2291. (*Mr. Greaves.*) Do you ever have occasion to pass through these levels to examine the workings?—Yes, we do at times, and in the future especially we shall have to do so. We intend to leave a chain at each of the disused levels, so that we may be able to go up the chain to examine the place. It is the duty of the men to warn the men in the next chamber when they are in the vicinity of an entrance to a level. I only know of one accident of that kind that has taken place during the last 17 years.

2292. (*Mr. Jenkins.*) Do you know of any cases where a stone has gone through levels?—Yes. I have seen them going myself many times, but not without the party who is blasting giving warning to his neighbour. They are bound to do that according to the special rules.

2293. They are required to do it, but there are very few cases in which it is needed?—Yes.

2294. And therefore they are apt to neglect it when it is needed?—Perhaps.

2295. We had it this morning that very few accidents have occurred from falls from the roof or from the sides of the pillars?—There have been none from the roofs during the last three years.

2296. Are there not falls from roofs, and so on, which do not happen to result in accidents?—Yes, there are.

2297. There have been some narrow escapes in that way?—Yes.

2298. Very narrow?—Yes.

2299. And they might have resulted in serious accident?—Yes, certainly.

2300. And very often to two or three men at once?—It would depend upon the number of men who might be standing there. Of course anything may result in an accident. If anything of the kind had fallen on a man it would have killed him.

2301. (*Mr. Evans.*) Did that come down during working time?—I do not know what Mr. Jenkins is referring to in particular.

2302. (*Mr. Jenkins.*) But you do know of falls of ground where the men have had narrow escapes?—Yes, from time to time.

2303. And have you known of recent cases of that kind?—Yes.

Mr. Hugh Griffith examined. *Mr. H. Griffith.*

2304. (*Chairman.*) Where do you live?—At Prenteg, near Tremadoc.

2305. And what is your occupation?—Rockman.

2306. How long have you worked at the quarries?—About 27 years.

2307. Have you been working above-ground or under-ground?—Mostly under-ground.

2308. Have you any suggestions to make to us?—No; I have had no opportunity of thinking of anything. It was only last night I thought of coming here, but I shall be glad to answer any questions you may put to me.

Mr H. Griffith.

21 Dec. 1893.

2309. Had you sent your name in as being prepared to give evidence?—Yes, I allowed them to take my name last night.

2310. But your name was received on the 10th December?—I only gave permission last night for my name to be sent in.

2311. Have you any suggestions to make to us?—No, nothing in particular, as far as I know.

2312. (*Mr. Evans.*) Do you know of any practice that goes on at the quarries in any way that should be altered—anything that affects the life and limb of the men?—One thing I would like to suggest is that there should be proper inspection of the pillars of a chamber which has been worked out, before commencing to work a chamber below it.

2313. (*Chairman.*) Have you anything else to suggest?—I make that suggestion because I have been myself in a rather dangerous place, where there had been a little negligence in the chamber above me.

2314. (*Mr. Evans.*) What happened in that chamber?—Something dropped from the roof which warned us that there was danger. A ladder was erected and I went up, and I only just touched a loose piece and it fell down, and I had a very narrow escape.

2315. Had you any reason to suppose that that was in consequence of any carelessness?—It was the side of a pillar, not the roof overhead.

2316. Was it owing to carelessness in any way that it occurred?—Yes; that is the conclusion I came to at the time.

2317. And how long ago is that?—It is about three or four years ago perhaps.

2318. Have you any objection to say in what quarry that was?—No, not at all. My master is here to hear me. It was in the Oakeley quarry.

2319. The inspection they carry on at present had not been commenced at that time?—No; there was not so minute an inspection as there is at the present time.

2320. Do you think it is possible that there are some places in that quarry in the same condition at the present time?—It is possible, but I cannot say that there are.

2321. (*Mr. Jenkins.*) Do you believe that instances such as that occur in every quarry?—I cannot say that. I have not heard of anything quite similar.

2322. Were you here last night?—Yes.

2323. Did you hear the evidence of the other workmen?—I heard a little, but not the whole of it.

2324. Do you approve of the suggestions which have been made by them?—As far as I heard them, I agree with them.

2325. Do you feel any difficulty in carrying out the present special rules?—No, I have no special difficulty, although there are a few requirements—such as that relating to the bugle, and so on—that it is impossible to carry out in their strictness. I think it would be well to alter the rules in that respect.

2326. But taking them as a whole, you approve of those rules?—Yes, speaking generally.

2327. And you believe that they have done much good?—Yes; I believe they have in relation to some classes of workmen. Some men are far more careless than others, and they require something very strict to keep them in order.

2328. What time, in your opinion, is required for a labourer to become a practical workman?—It would take from three to four years, in my opinion.

2329. (*Mr. Jones.*) I did not quite understand whether you referred just now to your own bargain, or to another one. Was it from a pillar out of your own bargain that the piece fell, or from somewhere else?—Yes, over my own bargain.

2330. (*Mr. Jenkins.*) Do you believe that there are many men rather careless in cutting the sides of the pillars?—Yes, there is no doubt there are some. We very often find signs of great carelessness, but at the same time I believe those cases are the exceptions and not the rule. As a rule the men are very careful.

2331. (*Chairman.*) Did you tell the manager, or any of his assistants, that the side you complain of had been left dangerous?—Yes; I made a suggestion to that effect. The sub-agent happened to come to the place in a few minutes after the thing had happened.

2332. (*Mr. Jenkins.*) Is there any unwillingness on the part of the men to suggest that it was owing to the carelessness of other men that things of that kind happen?—I cannot say anything as to that. All I can say is that it would not be the case with me if I saw anything of the kind.

2333. (*Mr. Jones.*) You bring forward a case which occurred three or four years ago, and at the same moment you say you are pleased with the present inspection. I should like to know why you bring an instance of that kind forward?—What I mean is that there should be a special inspection of the pillars (where practicable) of a worked-out chamber before the one below it is commenced, in addition to frequent and periodical inspections with the Wells light.

2334. (*Mr. Jenkins.*) You approve of that inspection or examination?—Yes.

2335. And you suggest that there should be a man to see to places of that kind?—Yes, I do.

2336. (*Mr. Greaves.*) A special agent, or what sort of a man do you mean?—It would not matter, as far as I can see. Any man might be appointed who would do the work properly.

2337. (*Mr. Jones.*) It would make no difference who paid him?—No, it would not matter whether he was paid by the employers or by the Government.

2338. (*Mr. Greaves.*) But did you not say just now that it was done properly at the present time?—I said that light is being used periodically, and more frequently than was the case formerly.

Mr. J. Owen.

Mr. JOHN OWEN examined.

2339. (*Chairman.*) Where do you live?—At Blaenau Festiniog.

2340. And what are you?—A slate-maker.

2341. How long have you been a slate-maker?—For 35 years.

2342. What suggestions can you make with the view to improving the conditions of your occupation?—One thing is that the dust should be got rid of from the mills as much as possible. I also consider that other improvements are necessary.

2343. What are the other improvements you wish to have?—With regard to the dust, I would recommend that a door be placed near the dressing machines in the mills, as has already been suggested. I would also like to see the wheel which regulates the course of the table covered with a plate.

2344. You mean the reversing wheel?—Yes, I believe they are being made now, and perhaps they will be used throughout the mills generally in a short time.

2345. Have you anything else to say?—I may say that I have come here at the request of something like 80 men, and it is their opinion that the mills should be watered, especially during hot weather, with the view to laying down the dust. We are perfectly satisfied with the eating-houses that we have already provided for us. We consider that they are everything that could be desired. One defect that we should like to see remedied is the want of privy accommodation.

2346. Is there anything else you have to suggest?—With regard to the want of privy accommodation, I believe that if we were only to suggest it to our employers, it would be attended to.

2347. Have you ever suggested it to your masters?—Yes, we have done so, quite recently.

2348. Is there anything else?—We feel that the dust affects our health in a very special way, and we would be very glad if something could be done to minimise the ill-effects. There is plenty of air in the mills at present, but we should like to have the doors that I have already referred to, in order that some of the dust may be done away with. I do not think we can complain of the ventilation.

2349. For reducing the quantity of dust you suggest two things—a door behind the dressing machine, and watering in the summer-time?—Yes, that is so.

Mr. THOMAS DAVIES examined.

Mr. T. Davies.

21 Dec. 1893.

2350. (*Chairman.*) Where do you live?—At Tanygrisiau.

2351. And what are you?—A rockman.

2352. How long have you been a rockman?—I have been a rockman for 26 years, and I worked as a slatemaker for four years before that.

2353. After your 30 years' experience I have no doubt you can offer us some suggestions for making your occupation safer and healthier?—The improvement I should like to see would be a more minute examination of the pillars as we work our bargains.

2354. And what else have you to say or to suggest?—I agree with the greater part of what has been said already, with regard to the safety of the pillars, a pillar might be perfectly safe on leaving it, but it might become unsafe afterwards.

2355. Have you anything else?—There is a feeling among the men I work with that there are some of the rules which are not properly applicable to us as quarrymen.

2356. What quarry are you working at now?—At Llechwedd at the present time.

2357. Do you recollect these rules being posted up at the quarry some years ago, along with a notice as to any objections the men might have to them?—Yes, I do.

2358. Did you send any suggestion or complaint to the inspector at that time that the rules were not practicable?—Yes, we did as to the powder question,—about taking it in 25-lb. kegs instead of 4-lb. bugles, and we had other objections if we had had an opportunity.

2359. Did not the notice say that you had an opportunity of making known your objections?—It might have been so. I know that we talked about them about that time.

2360. But did you send any notice at the time about the rules?—Yes, as to the powder, and to the effect that it was difficult to carry that rule out strictly, as they seemed to require. We feel now also that it is impossible to carry it out.

2361. Did you send a letter about it, or who did?—The secretary of the men sent it.

2362. What was his name?—I think Robert Pugh was the secretary at that time.

2363. (*Mr. Jones.*) That is 12 years ago?—Yes, about 12 years.

2364. (*Chairman.*) Do you use a copper-tipped tamper?—Yes, we use them, but they will not bear being knocked with the hammer. They use the copper tamper first of all, and the iron tamper for the latter part of the tamping.

2365. Have you anythig else to suggest?—No, I have not.

2366. (*Mr. Jenkins.*) You use the copper tamper, therefore, instead of the wooden tamper?—(*No answer*).

2367. Therefore, you do not use the copper-tipped tamper, except for the first time?—Yes, that is all.

2368. We have heard it stated in evidence, that you keep the copper tampers on the shelf, and that you do not use them, is that the fact?—No, as far as my experience goes, it is not. The agents speak to me very strictly about them, and I believe it is the same with the other men, I have heard some of the other men say the same thing.

2369. Could those tampers be made so that you could use them alone, without using the iron tampers afterwards?—Yes, there are some of that kind now. We have had some new from Mr. David Williams, the smith, that will stand the work.

2370. (*Chairman.*) Are they bronze ones?—Yes.

2371. (*Mr. Jenkins.*) And that would answer the same purpose?—Yes, it is a better one than the others.

2372. Did you refer to any other of these special rules, when you said there were rules which are impracticable?—Yes, I consider the rule as to taking a lantern when we take the powder from the chest is also impracticable, when we are charging a hole, and have not enough powder, we have to go down and light the lamp and go and get some more.

2373. We have had evidence to the effect that there is an unsafe road, along which you have to go to your work, do you know anything of that?—It is quite safe except in frosty weather, I heard the evidence as to that, and I believe that if the matter were brought to the notice of the chief manager, that he would see to it and have it put right, if that can be done.

2374. (*Chairman.*) What is your opinion as to the road above the old floor?—I have never heard anyone complain of it.

2375. Can you walk along that road without a candle, is there sufficient light?—No, there is not, but from the office floor there is.

2376. Along the mill floor?—Yes.

2377. (*Mr. Evans.*) Is there sufficient light under the office floor?—No, we use our candles, except when it is clear in the summer.

2378. (*Mr. Greaves.*) Is there a good path there?—Yes.

2379. It is not on the incline at all, is it?—No, it is on the side of the incline.

2380. (*Mr. Jenkins.*) Is that the same as the one which is dangerous in frosty weather?—No, it is a different one. The one where the ice is found is lower down. There is no ice on the incline at all, but on another path lower down, the floor below the old floor.

2381. (*Mr. Greaves.*) How often is there ice there?—Every time it freezes.

2382. Do you say that it freezes down there?—Yes, it freezes there rather soon, because there is so much draught.

2383. (*Mr. Evans.*) What sort of a path is there from the office floor, as you call it, to the old floor?—Part of it has been paved.

2384. (*Mr. Greaves.*) Have you seen ice there this year?—Yes.

2385. Have you seen any this winter?—No.

2386. Has it frozen here this winter at all?—Yes, a little.

2387. So it does not freeze there every time there is frost?—There was a little frost there, but not much.

2388. (*Mr. Evans.*) What about the path, is it a fair one?—Yes, it is. I have not heard anyone complain of it, and I do not complain myself.

2389. Do you require a candle to go along?—Yes, most people would require a candle, but I can go without one, as I am accustomed to the place.

2390. I suppose you go down before it is quite daylight, and stay down until it begins to get dark?—We go down before it gets daylight, but we come up when it is light enough to carry the stones to the mill.

2391. If you go down at noon, is there sufficient light then?—Yes.

2392. (*Mr. Jenkins.*) Is that the path by the incline that you have referred to?—Yes.

2393. Could other paths be made besides that one?—Yes, but I have not heard any complaint with regard to it. The place is wide enough.

2394. Do you know if there is any place known to be dangerous in your quarry?—No, I do not know of any except the places from which they are pulling down as dangerous at the present time.

2395. Are there any inspections being made with a strong light, such as being made in other quarries?—Yes, but I want more minute examinations than those with a light. There are inspections with the light, but I do not think that is sufficient.

2396. What light is it that is used?—I do not know by what name they call it. It is a kind of lamp.

2397. Do you raise ladders often there?—I cannot say how often. There is one man who is continually employed to pull down what is dangerous.

Mr. J. Owen.

21 Dec. 1893.

Mr. JOHN OWEN examined.

2398. (*Chairman.*) Where do you live?—At Bryn Dinas, Rhiwbryfdir.

2399. What are you?—A rockman.

2400. And how long have you been working in a slate quarry?—For about 32 years.

2401. What did you do before that?—I worked on a farm.

2402. As a farm labourer?—Yes, until I was about 20 years of age.

2403. You have heard a good deal of what has been said here to-day?—Yes.

2404. Can you tell us anything more about the mode of improving the quarries and rendering them less dangerous?—I am working at the Oakeley quarries and there is a great improvement there compared with former years. I think there ought to be a light ladder say 15 or 20 yards long, for the purpose of examining places. The inspection made by means of the Wells light does a good deal of good, but I think it would be a great improvement if a light ladder were provided. When we examine with the light, as the light is on the floor, if a crack faces downwards we can see it, but if it is on the top or turns on one side, we cannot see whether it is a crack or a shadow caused by the lamp.

2405. Have you anything else to suggest?—I should like to see a wall in the middle of the level, instead of the fencing they have at the present time. I have known of cases where men were cutting a pillar, and a lump from the blast has come there. I do not know that any serious accident has been caused in that way, but there might have been one.

2406. Do you mean that a lump was blown from one chamber into another chamber?—Yes. When they are cutting a pillar on one side, a lump might come from that pillar right through the level to another chamber.

2407. Have you anything else?—I should like to see more superintendence over the men when they are with the ropes and chains. There is a good deal of carelessness in that way.

2408. Do you mean carelessness among the men themselves?—Yes, and they ought to be superintended whilst they are with those just as much as when they are with powder.

2409. Is there not a special rule to that effect?—I believe there are three lines, and only three lines, in the special rules about cranes and chains and ropes, and there are scores of lines in the rules about powder. I have never heard that a bugle of powder had exploded in a chest without a safe bottom, or because there was an iron lock on the chest instead of a brass one. There are scores of lines in the rules about the storage of gunpowder, but only three lines about the chains, and there have been many accidents, every year almost, through the breaking of a chain or a rope.

2410. Then do you wish to have some more rules about the chains and ropes?—I should like those things to be more carefully attended to.

2411. And who do you think ought to look after these things?—I think the workman should do so, undoubtedly. It is also his duty to look after the powder as well, but the agent will come there to see after the powder, whereas he will never ask if the chains are safe.

2412. (*Mr. Evans.*) What you want is that the agent should look after the ropes as well as he looks after the powder?—Yes, better than he looks after them at present.

2413. (*Chairman.*) Have you anything else to suggest?—I should like if someone well acquainted with the work came oftener to examine the places.

2414. What quarry do you work in?—In the Oakeley.

2415. Have you anything more to say?—No, I do not remember just now.

2416. (*Mr. Jenkins.*) Do you approve of all the suggestions made by Richard Griffiths and O. R. Jones, and other witnesses who have given evidence here to-day?—Yes, I do.

2417. And is it your experience that there is sometimes great neglect on the part of the men?—Yes, in the direction I have stated; with regard to the chains and ropes and so on, I believe it would be better if there was an inspector who could come round oftener than the present inspector is able to do.

2418. And therefore you would suggest that the responsibility should not rest entirely with the workman?—If it was properly examined by the inspector it would be off his shoulders afterwards.

2419. And that would tend to make the men themselves more careful, you think?—Yes, it would, in my opinion. Some of the men are more careless than others.

2420. Are they more careful when these special rules are enforced than they were before that?—Yes, I believe they are.

Mr. R. J. Jones.

Mr. ROBERT JOSEPH JONES examined.

2421. (*Chairman.*) Where do you live?—In Newmarket Square.

2422. And what are you?—A slatemaker.

2423. At what quarry?—Oakeley.

2424. And how long have you worked there?—For 43 years.

2425. Have you heard the evidence given by the witnesses generally this afternoon?—Yes, I have.

2426. And have you anything to add to what they have said?—No, nothing at all; but there is one thing that John Owen did not refer to—the ventilators in the roof of the mills.

2427. But do you agree generally with what they said?—Yes, I do, entirely.

2428. And the only addition you have to suggest is the fixing of a ventilator in the roof of the mills?—Yes, that is all that I can suggest in addition to what John Owen has suggested. I agree with what he said.

2429. Do you work in the same mill as John Owen?—Yes, I do.

2430. (*Mr. Jones.*) How do you want the ventilation—would you rather change the current in the mill, and instead of the current being as it is now, have it running higher up, and running right through the ventilators?—I should like to have the doors on the dressing machines, as has already been suggested. There are doors which shut to prevent the wind coming through the large doors. When those are closed, I should like to have ventilators in the roof, so that the dust might ascend through those.

Mr. H. Jones.

Mr. HYWEL JONES examined.

2431. (*Chairman.*) Where do you live?—I am living at Tanygrisiau since last week.

2432. And what are you?—A rockman.

2433. How long have you been a rockman?—I have been working in the quarries for 33 years, but I have been away for six or seven years. I have been in Festiniog for 33 years.

2434. And you have been employed the greater part of that time as a rockman?—Yes.

2435. What suggestions have you to make to us for improving your occupation?—For one thing I would suggest that there should be a thorough examination of every chamber before the rockman commences his work there.

2436. You mean when the miners leave it?—Yes, quite so. That examination should be made by an experienced man. Of course, any other man could not do it thoroughly.

2437. What else have you to say?—I think there should be a wall across every disused level. I think that has already been suggested.

2438. You mean that there should be a wall if there is any chance of a stone being thrown by a blast from an adjoining chamber?—Yes. I think there have been

some accidents in consequence of that. Some of the witnesses have stated that they do not know of any accidents of that kind, but there was one about eight or nine years ago. I am certain of that.

2439. Was anybody killed?—No, he was not killed. He is working now. It was a very serious accident, and, of course, I can give the names if it is disputed.

2440. You also suggest the examination of the roof of a chamber when left?—Yes.

2441. And the closing of disused levels?—Yes.

2442. And what else have you to say?—I very often have an opportunity of seeing your report; and from those I find that a great many men are injured by the cranes. I would suggest that there should be some provision made with regard to cranes, so that men may not injure themselves in lowering stones. I know that it is carelessness on the part of the men, to some extent, that causes the accidents; they do not think much about it until they get a blow.

2443. When do the accidents most frequently happen with the cranes—in raising or lowering?—As far as my experience goes they always happen when stones are being lowered.

2444. Do you think it would be a good plan to have a brake to use in lowering?—Anything that would tend to reduce the number of accidents would be a great boon to the men.

2445. Then you would suggest an improvement in the cranes?—Yes.

2446. Have you anything more to say?—I think it would be very desirable to have a more thorough examination of every layer or "thickness" of rock before it is left, and before it gets out of reach.

2447. That the sides of the pillar should be examined?—Yes, all along from top to bottom, because no quarry manager, or anybody else, can see the middle of the floor from the bottom, nor yet from the top, as some floors in some of the quarries are about 30 yards long.

2448. Have you any other suggestion?—No, I cannot remember just now.

2449. (*Mr. Jones.*) With regard to the cranes, what do you consider is the chief point that should be looked to?—The first thing will be to see that they are handy to work with.

2450. Can you suggest anything—what about the brake—would that make the crane more cumbrous, or would it add to the utility of the crane as an instrument for the work?—I think it would be possible to invent a crane where the brake would not interfere at all with the lifting. All the accidents happen in lowering stones.

2451. What about the weight of the crane?—I do not see that the brake would interfere with that.

2452. Would it not add to the weight?—Yes, it would, if you wanted to shift it from one place to the other, but it would not interfere very much with the handling of the crane, as far as I can see.

2453. But you know, as a practical workman, that anything that will add to the weight of the crane, or that will be difficult to move it about, will be complained of?—I think the crane is very fair now, because there are some improvements compared with what they were. For instance, there is a better place to put oil on, and of course that makes it easier to work.

2454. What about the speed of the crane; is that not an element in a good crane?—Of course if we get more speed we shall want more power to lift it.

2455. For instance, when you put a worm on it you strengthen the crane at the expense of diminishing the speed?—I have not had any experience of that.

2456. You object to the worm because you do not get the speed?—I cannot say anything as to that, because I have never had any experience with it.

2457. (*Mr. Jenkins.*) Do you think that the workmen would take to it if it made much difference?—I do not think it would make very much difference.

2458. (*Mr. Jones.*) Is it not your custom now to "lower out," as you call it?—Of course we have been doing that very often.

2459. And you do it now, I suppose?—Yes.

2460. With what object?—(*No answer.*)

2461. To gain time?—Yes, of course.

2462. (*Mr. Jenkins.*) Did you hear the evidence given by the other witnesses?—I heard some of it.

2463. Did you approve of the suggestions made by the workmen, so far as you heard them?—Yes, generally speaking. There is one thing I should like to refer to. There was a question asked by Mr. Jones to one of the witnesses. The witness had mentioned an incident which took place in connexion with something dangerous three or four years ago, and afterwards he stated that a great deal of care was being taken now, within the last two or three years. I believe there is more care taken now at the Oakeley quarries in the way of inspections than at any other quarry. It may be, however, that in two or three months I shall be working elsewhere, and I think these special rules ought to be in force at every quarry. This would be a great convenience to the men, because, as Mr. Owen stated, men who have worked at other quarries where they have not been accustomed to these rules find it difficult to obey them when they come to work at the Oakeley quarries.

2464. And you consider that the precautions taken there ought to be made compulsory in other quarries?—Yes, I believe so, because, as was stated here this afternoon, this slate quarrying industry is more dangerous to life than any other industry in the country; I mean in regard to accidents.

2465. Did you hear the evidence of Mr. Roberts this morning?—No, not the whole of it.

2466. Did you hear his suggestion that all quarry managers and assistant-managers should have certificates of competency?—Yes, I heard that.

2467. And what do you think of the suggestion?—I believe if that were carried out, it would be a very good thing. It would benefit both the quarry owners and the workmen. There should also be an experienced working quarryman on the staff of every quarry.

2468. Should the certificate require that he should have been working himself as a quarryman, and have had considerable experience in the work?—Yes, and I would suggest that he should be experienced in working under-ground.

2469. As well as above-ground?—In my opinion, under-ground experience is what is wanted. I cannot see that experience above-ground would meet our requirements, because that would be of no use under-ground.

2470. We had evidence this morning as to that. Do you think that the work of the under-ground workman, and that of the above-ground workman, are quite different?—Yes, they are quite different.

2471. And the great majority of the above-ground men do not understand anything about under-ground work?—The majority do not.

2472. Nor does the under-ground workman understand anything of the other work?—No; of course not, in the way of slate dressing.

2473. What would be sufficient time for a man to become an experienced rockman; how many years?—It all depends upon his ability. There are some men that will learn more in two years than others would do in 22 years.

2474. But what would be the average time necessary; would two years do?—No.

2475. Would you entrust a rock to a man who has only had two years' experience?—No, I would not. If I had a rock to let to anybody, I would never let it to such a man.

2476. And do you believe that the employer would be the loser if that were done?—Yes, he would be, undoubtedly.

2477. Although the man might be a good workman?—Yes, of course. To bore a hole is one thing, but to know where to put it is quite a different matter.

2478. Do you believe that the inspection you referred to ought to be made by someone other than the workman himself?—Yes.

2479. Why do you suggest that?—For this reason. The general way of working here is this: When they commence to work a chamber, they work by the day as a rule, and the partner who works in the mill gets so much poundage. Supposing a man has one or two children working there, say one working as a rubbisher. If the rubbisher has plenty of blocks he can earn 2*l.* or 3*l.*, and the man himself would

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get 30*s.* or 2*l.* more every month. If there is not a strict inspection kept, the man is under a great temptation not to be as careful as he ought with anything that is dangerous. We must acknowledge that some of us are very fond of money, and we want to get as much as we can of it. There is great temptation, also, for the quarry owners to push on as much as they can for the sake of getting slates. Slates are what pay the owners, and they are the very things that pay the men—that is to say, we get more money the more slates we get, as a rule.

2480. (*Mr. Jones.*) With regard to your knowledge of the special rules—how did you become acquainted with them—did you become acquainted with them by reading them, or by working and observing how they are kept by the managers and everybody around you—how did you come to your present knowledge of them?—I read them very often. It is a very difficult matter to obey them strictly, but I do not remember that I ever broke one of them, I know I was cautioned once by Mr. Owen, and that was simply because I had left a bugle with a little powder in it. I had fired a hole, and I knew I would want some powder again soon afterwards, and so I left it there. He and Mr. Roberts happened to come round just that very minute, and they found the bugle on the chest. That was the only time I was ever cautioned even. It is very difficult to comply at all times with the special rule which requires us to take the bugle back to the chest.

2481. You have stated that you read these special rules very often—do you read them to refresh your memory, or do you read them with the view of acquiring a more thorough knowledge of them?—I do it for both purposes, because I do not want to run the risk of being fined or anything of that kind. I have never been fined yet, and I do not want to begin either, if I can help it.

2482. You did not quite understand the rules, I suppose, at the time they were first introduced, and when you were asked to give notice if you objected to any of them?—No, I did not.

2483. Do you think that the managers and inspector and everybody concerned understand them now,—as far as you are able to see?—No, I do not think they do all through, because they have been altered. At one time we were allowed to tamp the hole with an iron tamper, but we had to take a brass one to commence the first and second. At the present time, however, we are not allowed to handle the iron ones.

2484. (*Chairman.*) Where is that stated in the special rules?—I do not know where it is stated, but we as workmen have been told that.

2485. (*Mr. Jones.*) You have got that impression, at any rate?—They are strict orders.

2486. Are they enforced?—Yes.

2487. (*Mr. Jenkins.*) You have strict orders not to keep iron scrapers in your possession?—Yes, we have.

2488. Have you ever had an opportunity of objecting to these special rules, or any of them?—No, we have not, so far as I can remember now.

2489. Has any workman in the lower quarry ever had an opportunity of objecting to them?—I cannot say. We did object to the rule as to the powder. We had plenty of fighting over that.

2490. As a matter of fact, you did approve of the rules with the exception of a few of them?—Yes, that is so. Generally speaking, we approve of these rules, and we are satisfied that they have been framed with the object of saving life and preventing accidents.

Mr. T. Jones.

Mr. Thomas Jones examined.

2491. (*Chairman.*) Where do you live?—In Cwmbowydd Road.

2492. And what are you?—A rockman.

2493. At which quarry do you work?—At the Votty and Bowydd.

2494. How long have you been a rockman?—For about 29 years, and I worked as a labourer for about two years before that.

2495. And what do you wish to tell us about the improvements that you have thought of?—I should like to say this to commence with. I quite agree with a great many things that have been said here this afternoon.

2496. Have you been here all the afternoon?—Yes, I have. I would like to suggest one thing that I and many of my co-workmen consider necessary. We consider that every new chamber that is being opened should be opened on the true pillaring of the rock, so that there will be no curve at all in it.

2497. Have you anything else to suggest?—Our reason for suggesting that is, that we believe it will tend to the safety of life in the future.

2498. Have you anything else?—We believe that accidents have been caused in the past owing to the fact that that practice has not been carried out. When we cut on the western side of the pillar it has a tendency to "scribe" and undermine the pillar, and in course of time that leads to a serious state of affairs. If a crack occurs on the eastern side of the pillar, if a "scribe" occurs, you cannot see the crack, as it goes down; but if a crack happens on the western side, it cracks upwards from below, and you can then see it by means of the light.

2499. What else have you to say?—I have nothing more.

2500. (*Mr. Jenkins.*) What light do you use at your quarry?—Cotton waste and oil is what we have.

2501. (*Chairman.*) Do you think that is better than the Wells light?—I have never seen the Wells light, and therefore I cannot say which of the two is the best.

2502. Are you able to make a satisfactory examination of the roof with the light you have described?—I do not believe you can unless you go there to examine it.

2503. By sounding it with the hammer you mean?—Yes. If you go there in the morning, when there is not much smoke about, you can see whether there is anything loose from below.

2504. Do not the cotton waste and oil blacken the roof and cover it with smoke?—No.

2505. (*Mr. Jenkins.*) The cotton waste and oil which you have referred to is used as a torch?—Yes.

2506. And how long would it last?—I should think one of them would last from 10 minutes to a quarter of an hour, or something like that.

2507. You do not think that it is a very efficient way of examining the place?—Yes, it is, if you raise ladders up; but I do not think that a light alone is sufficient to examine anywhere.

2508. Do you not think it would be a great deal better if you had a light like the Wells light, or something of the same strength, a light that would light up the whole of the chamber, so that you could work in it without a candle?—I know nothing of the light you refer to, and so cannot express an opinion.

2509. Have you great heights in your quarry?—I think the greatest thickness as far as I recollect is from 40 to 45 yards from hard to hard.

2510. (*Mr. Jones.*) What vein do you refer to?—To the Old vein.

2511. (*Mr. Jenkins.*) Is that the thickest?—Yes, it is. We work the Old vein, and what we call the 2 A vein together, and the two together are about the thickness I have stated.

2512. That is the only way in which they make inspections at your quarry, by that sort of light?—They raise ladders up, and if anything has come down they go there and try to make the place secure.

2513. Do they raise these ladders to a very great height?—The longest ladder we have at our quarry is about 14 yards long, I think.

2514. Have you any places at the quarry which are known to be dangerous?—There are places that we know are dangerous, but these places are examined when we think there is any sign of anything falling.

2515. And are they inspected by means of ladders?—Yes. There are two men at the quarry who do nothing else but that, and sometimes there are as many as six men attending to that work. I have myself seen as many as six at a time.

2516. What about the paths; do they all go through safe places?—As far as I am aware, they do. I have

never seen any sign of danger in the paths at all, that is to say, danger overhead, as you walk along the paths. Perhaps it is possible to improve the paths themselves in some places, and there are some men engaged on work of that kind at the present time.

2517. Are some of the paths suspected of being dangerous?—There is only one path at the quarry to go down to the works, and I have never seen any sign of danger overhead, nor have I ever heard anyone else complain of any danger.

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2518. And it is a good path in every respect?—It might possibly be improved a little.

2519. But you do not consider it dangerous?—No, I do not.

FIFTH DAY.

At the Cocoa Rooms, Blaenau Festiniog, 16th January 1894

PRESENT:

DR. C. LE NEVE FOSTER in the Chair.

MR. E. PARRY JONES, J.P.
MR. J. J. EVANS, F.G.S.
MR. JOHN JENKINS.

Mr. JOHN JONES examined by the Chairman.

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2520. (*Chairman.*) Where do you live?—At Morfa Bychan.

2521. And you are a rockman, I believe?—I have been a rockman.

2522. How many years were you employed as a rockman?—From 10 to 12 years.

2523. And are you working as a rockman at the present time?—Yes, in open quarries, raising building stones.

2524. When did you give up working at the underground quarries?—It will be three years next February.

2525. Then until four years ago you were working as a rockman at underground quarries?—Yes; I was.

2526. In this district?—Yes.

2527. At what quarry?—At the Cwmorthin Quarry.

2528. What have you to suggest to us?—I should like to refer to the underground dangers, and to the mode of working there.

2529. Then will you give us your suggestions?—I should like, first of all, to speak about the pillars, and to say how they are worked, or at all events how they were worked at the time I was there. In some cases, when there is workable slate in the pillars, the pillars are cut down after the chamber has been worked. I have been doing that myself, and I consider that that endangers the chambers which follow. On one occasion I was pulling down a pillar myself in 1890 under Mr. Owen's directions, and in one part it was not more than four yards wide.

2530. What was the original width of that pillar to which you refer?—Perhaps it was from 8 to 10 or 12 yards, or something like that. I should also like to refer to the working of the inclines where it was carried on during the time I was at the quarry. There were no paths for the men to go to their work to two places underground except along the incline.

2531. What distance had the men to go?—There were four floors in one of the places I am speaking of, and three, I think, in the other. In one of them there was only one floor to descend without a proper path. The men were under the necessity of walking along the incline while it was working, and I consider that a very dangerous practice.

2532. Was the incline stopped at any time during the day for the men to go up and down?—I am not aware that it was stopped except at mid-day, that is, at meal time.

2533. Have you anything else to say?—I should like to refer to the tools that are used at the quarries,—the tampers and the hoops for re-charging.

2534. What do you mean by a "hoop"?—It is a gutter like a pipe cut across lengthwise.

2535. (*Mr. Evans.*) A curved hoop?—Yes; it is made of iron. We used iron tampers there, and iron hoops. I worked the whole of one chamber and part of another, and I used nothing but iron ones.

2536. (*Chairman.*) Did you use the iron tamper for putting in the first part of the tamping, or what?—Yes; altogether.

2537. And do you know that that is illegal?—It was said so, I believe; but I do not know that I have taken that much notice of the rule. On one occasion an application was made to the old management for copper tools. That was at the time that the Truck Act came into operation. I did not see any of them being supplied, although the company at the time supplied the men with all the tools they required for carrying on their work.

2538. Have you anything else to say?—Yes; there is the question of the Government inspection of mines. I consider that it is very imperfect as it is at present carried on, because information is given in some way or other of the intended visits of the inspector to the quarries, so that the men have time to remove their candles from the chest, and put things in order before the inspector gets there. I do not know how it is, but they get notice of the inspector's visits in some way or other. We also consider that his visits are not frequent enough, owing to his district being too extensive. Somehow or other, the information leaked out as to when he proposed to visit the quarry, so that everything was put in proper order for his visits.

2539. (*Mr. Jones.*) What did you mean by the words "*hen oruchwyliaeth*," which were translated "old management"?—I meant the old management of the Cwmorthin Quarry.

2540. And is that kind of thing carried on now under the present management?—It was carried on under the present management during the time that I worked under it for about two years.

2541. And up to the time you left the quarry?—Yes up to the time that I was dismissed in February 1891.

2542. (*Chairman.*) All that you have been telling us refers to a period four years ago?—Yes, I give that evidence from my own knowledge and experience, but I am told that the same thing is carried on there still, and that the pillars are cut below their proper width.

2543. Have you anything else to say?—I should like to call attention to the necessity for a periodical inspection of places, and I would suggest that that should be done by other persons than the officials of the quarry. With regard to the giving of evidence, I believe that in many instances they are so much afraid of the management that they will not come forward to give evidence.

2544. To give evidence where?—In legal proceedings when there is anything between any of the workmen and the company, or anything of that kind. The men are revenged upon afterwards.

2545. (*Mr. Jenkins.*) Does that refer to inquests?—I believe it does to a very great extent.

2546. (*Chairman.*) In what way do you mean that revenge is shown to the men afterwards?—It lays them open to disadvantages in connexion with their work,

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and in one instance men were dismissed from the quarry without any proper reason being given for that.

2547. Was that for giving evidence at an inquest?—I cannot say as to that, but I can say as to other matters.

2548. Then was it for giving evidence in any prosecution of the company?—Yes, and if that is doubted at all, I think I can prove it from what passed between Mr. Owen and Mr. Robarts in a certain matter.

2549. Had that anything to do with the safety of the workings?—Of course a man's daily bread was in the question.

2550. But had this anything to do with the safety of the persons employed in the quarry, or any of them; did it affect their health or life or limb in any way?—I believe it did, for the reason that the truth is not fully and fairly told as to the state of the things in the quarry.

2551. Do you want to say anything more?—If I am allowed to make suggestions which will tend towards the safety of the men in future I can make them.

2552. Certainly; we shall be very glad to hear them. —With regard to the inclines, a man from the pit has often, in the performance of his duty, to go along the incline to the smithy or to some other place, and I consider that there ought to be some arrangement made as to that, and that the incline should be stopped from working when the men are walking along.

2553. Would it not be better to have a separate path from the incline altogether?—Yes, that would certainly be better, but perhaps it would be more expensive to the owners, whilst the other plan can be carried out at small expense. It would not be much to stop the incline from working for a short time while the man is on it. On one occasion I saw an arrangement by which the man at the top might communicate with the man at the bottom, and in that way the machinery could be stopped when there was anyone on the incline.

2554. Are you aware that the men are forbidden at Cwmorthin to walk on the incline while the traffic is going on?—I believe there was something of the kind at one time about seven years ago, but it could not possibly be carried out and the men broke the rule. The men are under the necessity of going up and down the incline, in consequence of the conditions under which they carry on their work. One incline there is being used for three purposes, or at any rate that was the case when I was working there.

2555. What do you mean by "three purposes"?—It was used for raising whatever was required from the underground workings to the surface, such as rubbish and blocks of slate, &c., and as a path for the men to walk along and for pumping from the incline. The pumping was carried on at that time while the men were going to their work, and the moment the pumping was stopped the incline commenced working. Steam used to escape at that time, and the incline was so full of steam that a man could not see a yard in advance of him.

2556. Is that the case now?—I cannot say for certain whether it is so now or not, but I know that a fatal accident occurred to Samuel Evans on the incline that I am referring to, after I was dismissed from the quarry. When the trucks are coming down the workmen try to jump into them, and thus break the rules of the quarry.

2557. Then you suggest that there should either be a cessation of traffic while men are going up and down, or that there should be separate paths provided?—Yes.

2558. What is the next suggestion you have to make? —There were no manholes when I was there, but where they do exist I do not think they answer any purpose whatever. I consider they are a complete failure.

2559. Have you anything else to say?—No, nothing else. I should like to say that if my evidence as to the cutting of the pillars is doubted I am willing to go to the quarry with any of the members of the Committee to prove what I have said on that point.

2560. (*Mr. Jones.*) What time of the day does the engine stop working there—I mean before 12 o'clock?—I do not know that it stops at all after it commences working until 12 o'clock.

2561. Not until 12 o'clock?—That was the rule of the quarry at the time. They were to work until 12 o'clock.

2562. But at what time does the traffic stop on the incline?—At 12 o'clock.

2563. And at what time do the men come up from underground?—A great many of them do not come up until 5.30, or that was the case at the time I worked there.

2564. But those that do come up at mid-day, what time do they come?—Some time between 11.30 and 12.

2565. So that the traffic and the men are actually on the incline at the same time?—Yes, and many of them take advantage of the traffic and come up with it.

2566. What do you mean by that?—The men used to go up on the trucks, and on the rope when it was going up.

2567. What time does the incline stop working in the evening?—From 5.0 to 5.30.

2568. And is that the same time as the men leave off work?—Yes, some men leave off work at that time, but they differ. Some of them have to go and carry the manufactured slates.

2569. (*Mr. Evans.*) I do not know whether I understood you very clearly as to the cutting of the pillars. Were you allowed by the agents to cut the pillars in the way you have described, or were you taking advantage, and trying to get good blocks yourself without their permission?—Of course we had to get the permission of the agent before we had the right to do it.

2570. Then you were directed to do it by the agents? —Yes, of course we were.

2571. And are the pillars generally cut down in that way?—I believe I can mention one floor in particular, where there are only three or four pillars that have not been cut down in part.

2572. And that by orders of the agent?—Yes, certainly.

2573. Do the men sometimes take upon themselves to cut the pillars without the permission of the agent?—I am not aware that that is done. I daresay the men show the agents that there are no slates in the chamber and then it is easier to get permission.

2574. What suggestion can you make to the Committee with the view of preventing the men from breaking the rules of the quarry?—To carry out the law in regard to those who violate the rules.

2575. You mean that the men should be prosecuted? —Yes, certainly, if the company are free from blame themselves.

2576. Assuming that the company are sinners, do you think that would justify them in not prosecuting the men?—No; I consider that in case the company ought to be prosecuted as well as the men.

2577. Is there anything on the incline you have referred to which is dangerous to the men besides the steam, when the engines are pumping?—Of course the incline is dangerous in itself, if it is working at the time.

2578. What is the danger?—There is danger of a rope breaking.

2579. What is the danger when the pumps are working; are they worked by rods, or how?—Steam escapes from the pipes and fills the incline, and as candles are the only means of lighting, they are affected by the steam, and give no light whatever.

2580. And the men are left in darkness?—Yes, because they do not get the light they ought to get from the candles.

2581. What sort of a path have you to go down the incline?—We had to go down the incline itself, either between the rails or along the side. There were no steps at all at that time.

2582. The same gradient as the incline?—Yes.

2583. (*Mr. Jones.*) Can you give us the numbers of the floors that you are complaining of, or the numbers of the pillars?—It is in floor B., south sink. I cannot give you the numbers of the pillars.

2584. And how many pillars are there that you complain of?—I do not believe that there are more than three or four pillars that have not been cut down in part. I have been cutting two of them myself.

2585. I think you made a statement just now to the effect that the pillars were cut down after working the chamber home, is that what you mean?—Yes, after working that particular floor, that is, when one chamber has been worked on one floor, and not when all the chambers have been worked.

2586. Then the pillars are taken down before the other chambers are worked?—They are cut down in part, for instance, if a pillar is 10 yards wide, possibly 3 or 4 yards might be taken from it.

2587. When did that take place?—It took place when I was working there up to three years ago, and I believe it is done there now.

2588. You say it was done up to three years ago?—Yes, and as far as I have been told it is carried on there now, in one place at all events. I refer to a place which was cut in part before I was dismissed.

2589. I suppose you use steam pumps there?—Yes, it was steam that was used then, steam from the engine.

2590. Steam conveyed by pipes to work a pump underground?—Yes.

2591. (*Mr. Evans.*) I notice in the table prepared by Dr. Foster that there have been several accidents in the New Welsh Slate Quarry during the last 10 years. Can you refer to any accidents that have taken place at that quarry, owing to the mismanagement that you have alluded to?—I believe I can refer to one in particular. It took place after I was dismissed.

2592. Do you know the history of that case, although you were not present when the accident happened?—Yes, and for this reason, I was present in court at Penrhyndeudraeth when Dr. Foster prosecuted the company. The case was dismissed, but I understand from one of the relatives of the deceased that they received compensation afterwards from some source or other.

2593. Can you tell us what accident that was?—It was the case of David Jones, Llanrwst, and William Ellis.

2594. (*Chairman.*) Is that the accident that took place in February 1892?—I cannot give the date, but I believe it was on the Thursday before Easter two years ago.

2595. In the returns, the date is given as the 5th February, 1892, David Jones and William Ellis, both rockmen, one aged 42 and the other 27, and they were killed by a fall of rock from the roof of the chamber in which they were working?—Yes, that is the case.

2596. (*Mr. Evans.*) Do you agree with the statement there given as to the cause of the accident?—Yes, I do. The pillars of the chambers on floors above were cut down about 9 or 10 years ago so that there was no proper support.

2597. (*Chairman.*) Were you in the quarry at the time?—No, I had been dismissed before that.

2598. (*Mr. Evans.*) Do you know the place from your own knowledge?—Yes, I worked there for some time, in that very chamber. I worked there at night.

2599. And you believe that the cause of that accident was the widening of the chamber by cutting the pillars on both sides?—There is reason to believe that that made it wider and weaker.

2600. But you cannot say from your own knowledge that that was the cause?—I will say this, that that was not a safe chamber to work in while I was working there at night. Small pieces of rock used to fall down even then.

2601. (*Mr. Jones.*) Was that before or after the pillars were cut down or thinned?—It was after cutting them down that the accident happened.

2602. But when you were working there at night, and you noticed small pieces of rock falling down, was that before the pillars were cut or afterwards?—That was also after cutting the pillars.

2603. Can you tell us the time that those pillars were cut down, how long ago it was?—I believe it was about eight years ago, or more.

2604. When were you working there at night, in what year?—It was at the end of the year that Mr. Owen came there as manager—1889.

2605. And how long was that before the fall took place, and the two men were killed?—It was about two years before that, but there had been a previous fall in that chamber five or six years ago, and no inspection was made of the place up to the time I was dismissed, nor up to the date of the fatal accident as stated on oath.

2606. How far is that chamber from the large fall that you had at your quarry?—Two floors.

2607. Does this large fall affect the chambers down below at all?—I believe that as the mine gets deeper it becomes more dangerous, owing to the weight above.

2608. (*Mr. Evans.*) I see that the accidents are heavier in the New Welsh Slate Quarry than in the other quarries. Can you tell us whether that arises from natural causes in the rock, or from the management of the quarry in some way?—That accident happened owing to the nature of the ground to a certain extent.

2609. And to what else do you attribute it?—As permission is given to cut down the pillars, that becomes a question of the management of the quarry. That is how I look at it.

2610. I understand that a great many of the accidents which are put down as occurring from falls of ground are caused by small pieces of rock slipping from the working places; is that so, to your knowledge?—I am only aware of one or two accidents of that kind which have happened within my memory.

2611. Then according to your experience it is not small pieces of rock falling from the face of the rock that is the cause of most of these accidents?—No. I believe that the majority of them happen from falls from pillars and from the roof.

2612. (*Mr. Jenkins.*) How long have you worked as a rockman?—From 10 to 12 years.

2613. And did you work during the whole of that time in the New Welsh Slate Quarry?—I have only worked for three months in any other quarry.

2614. Therefore you know the quarry thoroughly?—Yes, I know the greater part of it.

2615. Do you know that there are natural causes in that quarry which bring about accidents, more than is the case in the other quarries?—Yes, there are.

2616. Can you say what they are?—The ground is more loose and there are "bevels" in the pillars.

2617. And should there be more care exercised in working the quarry on that account?—Yes, certainly, especially in the working of the pillars. The pillars have "bevels" in them, and when they are cut down narrow there is greater danger. I consider they should be left wider.

2618. You have stated that you yourself have been cutting down these pillars?—Yes, I have.

2619. Do you mean that the officials set bargains in the pillars for the men to deliberately cut the pillars?—Yes, certainly.

2620. And that is done for the sake of getting slates?—Yes, of course.

2621. How do you explain that; can you give any other reason for the practice beyond the fact that they do it for the purpose of getting slates?—Parties of men in the quarry get out of employment. They have no slate in their chambers. That is one reason. Men also prefer to have the side of a pillar to work in rather than work by the day in the quarry.

2622. Is there anything that you know of that would forbid their doing so?—I am afraid I do not quite understand the question.

2623. You consider the practice you have referred to to be a source of danger?—Yes.

2624. Do you know that there is any provision in the law or anything of that kind to prevent them from doing that?—I have not seen or heard that there is anything of the kind, at any rate it is allowed by the management.

2625. If there is nothing that forbids that kind of thing at the present time, do you think there should be?—Yes, I believe there should be for the sake of the safety of the men.

2626. Are they allowed to do that in all the quarries?—That is more than I can say. As I said at the commencement, I have only worked three months at a slate quarry other than the Cwmorthin, and I cannot therefore say anything about any other quarry.

2627. Is the Cwmorthin Quarry worked systematically?—I believe it might be improved upon. In some cases I have noticed that when a chamber has been worked, the chamber which follows on a floor below opens in the middle of the pillar above, so that it is necessary to cut a *bôn* in it.

2628. (*Mr. Jones.*) To cut a *bôn* on the side of the pillar?—Yes.

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2629. (*Mr. Jenkins.*) That is to say, proper care is not taken to open the chambers in a line?—That is a matter for the Committee to judge, I am simply stating facts as they are.

2630. You say that chambers are opened under a pillar, and where a pillar should be?—I do not say that it is opened below the pillar, but it comes to the middle of the pillar.

2631. And is that a source of weakness in your opinion?—Of course it weakens the pillar.

2632. What is the width of the chambers and the pillars generally?—I believe they vary, according to the nature and quality of the rock.

2633. What do you mean by the quality of the rock, do you mean a good slate and a bad slate, or what?—Yes, good rock and bad rock, as we call them in the quarry.

2634. If the rock is a good one, the chamber would be wider and the pillar narrower?—No, I do not think that the pillar would be narrower, but the chamber is allowed to be cut wider when the rock is good. The pillar is cut down generally after the chamber has been worked.

2635. Is there any kind of inspection carried out at that quarry?—There is some kind of an inspection when complaint is made by some of the men. That was the case when I was there.

2636. In what way was there an inspection made?—When complaint is made by some of the men that they consider a certain place dangerous a gipsy lamp is used to examine the place, and naphtha or some other oil is used to light them. If anything can be seen by the naked eye to indicate that there is any danger above some men are set to examine it.

2637. And that is done by the aid of that light?—They use lamps when they examine it by means of a ladder, but first of all, after a complaint has been made, they pour oil on the rock, or on some convenient spot, and set fire to that, and examine the place by the aid of the light produced in that way.

2638. And if nothing can be seen from the bottom are we to understand that no ladder is raised?—As far as my memory serves me I have not seen a ladder raised unless there was something dangerous to be seen.

2639. Unless there was something dangerous to be seen from the bottom?—Yes, certainly, from the most convenient place at the bottom.

2640. Have you any suggestion to make to the Committee with the view to remedying this state of things?—I believe there should be a periodical inspection of these places by an inspector under Government, rather than by a man under the Company.

2641. Do you mean that the Government inspector should raise ladders?—I believe he ought to be able to do that, and if not, he is not able to do his work properly. How can he prepare a report on the nature of a place unless he can inspect it properly?

2642. And how often would you make these periodical inspections?—I do not consider it is necessary to raise a ladder every time, but a proper light should be used in order that the place may be seen properly. That is what I mean.

2643. We have had a suggestion to the effect that there should be an inspection of every "thickness" before it gets out of reach, what is your opinion as to that?—I believe it would be a very good thing. Owing to the natural joints and things in the "rock," it "scribes" in time under the weight, and becomes dangerous.

2644. To whom would you entrust that duty?—I believe it is a duty that should be enforced as against the workman, and that the manager should be there also to receive the report of the man. At the same time, I do not say that in the great majority of cases there is not sufficient care taken in this respect, but I fear that there are instances where it is not properly seen to. It is possible that there may be too many men working outside, and too few underground to provide slate for them, so that the latter have too much to do, and cannot find time for that kind of work, notwithstanding its importance as regards the safety of the men.

2645. What is your experience of the men, do you think they are apt to neglect their duty in that respect?—They are driven to neglect it as a matter of necessity, seeing that there are a large number of men in the mills who depend upon them for slates.

2646. That is to say, they have not sufficient time to do the work properly?—Yes, that is it.

2647. And they do not want to lose money by it?—The great object of course is to make wages.

2648. Would you approve of the owners appointing a man to inspect every "thickness," on their own responsibility, before it gets out of the reach of the workmen?—Yes, I would.

2649. Did you know, when you were working under the New Welsh Slate Company, that places were worked there which the management knew to be dangerous?—Yes, I think I know of one instance.

2650. Is it a fact, if a man knew that he worked in a dangerous place, he would always tell the manager that it is so?—No, I do not believe they would do so.

2651. Do you believe that men would risk their lives by working in such places?—Possibly a man might be content to do so, and console himself with the idea that the rock, although dangerous, would not fall down.

2652. Have you seen men go to work to places no matter how dangerous they were?—I know of one case where a man refused to go to work to a place which was dangerous, and another man went there to work instead of him.

2653. Have you seen many rubbishers go underground to try to get a load of stones?—No, they are not so common at Cwmorthin, or they were not in my time.

2654. Can you give us instances of unwillingness on the part of the management of the quarry to inspect a place reported to them as not being safe enough for the men to work in?—I can refer to one instance in my own case. I cannot say that there was any unwillingness, or that the agent refused to inspect the place, but he complained that too much time would be taken up with the inspection, and I was told to give up my bargain.

2655. Was that tantamount to a refusal to make the place safe?—I will tell you what the manager's words were. We had been engaged at the place pulling down dangerous rock for a long time. I think we were there for five weeks. The two men whom he had specially for that kind of work were there with me. Every authority had been put in the hands of those men as to making the place safe, so that the responsibility of being engaged with the work for a long or short period had been taken off my shoulders as a bargain-taker. On the first Monday in the quarry month I was told that I was to go up to work during the day, and not at night as formerly. I was not told officially, but it was a suggestion, and I made inquiries into the case, and I was requested to go up on the Tuesday morning. I did so, and a charge was made against me that I had refused to work during the day. I told the manager, Mr. Robert Owen, that I should work neither by day nor by night until the place was rendered safe. I was then ordered to go in and fetch my partner, that he might get men to work the bargain. I did so, but by the time I got back the management had been altered. One of the men who worked with me was put to work with my partner at night, and two others were put there to work during the day, so as to make the place safe. In consequence of that arrangement I had to stay home for five days, and during that time I had nothing to do. I cannot say that it was done by way of revenge because I refused to work there, but the fact remains that I got nothing to do, and that I could not get anything to do although I applied for work.

2656. Had the other men something to do?—Yes. The two men who were working with me on the dangerous rock, as well as my partner, were allowed to do other work. They were put to fix a bridge or something in another part of the quarry, but I could get no work to do.

2657. Was the place stopped altogether?—No, it was only stopped for that week. It was made secure after that.

2658. Is the Cwmorthin Quarry a wet quarry—is there much water there?—The fact that they have to keep pumps working there shows that there is much water there.

2659. And does the water run along the face of the rock?—Yes, in some cases it does.

2660. Is that the case very often?—On the eastern side of the quarry, where I worked there was a good

deal of water, which I believe was due to the fall. The mountain had cracked above. That could be proved, because when it rained very heavily there was water underground just the same as on the surface and it flowed along the levels.

2661. And is that, in your opinion, a source of great risk to the health of the workmen?—Yes, undoubtedly it is. For a man to be wet and in a draught at the quarry is certainly dangerous to health.

2662. Have you seen men get very wet in working on the rock?—Yes, and I have been very wet myself.

2663. How do they get wet, can you describe it?—They get wet because they have to work on the rock. The water flows along the rock and along the chain, and as everyone who is acquainted with the rockman's work knows, he has often to kneel down or to lay on his side to cut some rock down.

2664. Could that flow of water be prevented in any way, do you think?—I believe it can be, in part at any rate.

2665. By what means, how would you prevent it?—By opening up the places that have been closed.

2666. If that water could be prevented without going to any very great expense, would any benefit be derived therefrom?—Yes, it would reduce the cost of fire and coal to pump it up. Where the water trickles down along the face of the rock, where we cannot put in a second charge, we must have some means of pulling down the rock, and it loses in value in consequence.

2667. Are the men compelled in cases of that kind to use more powder than would otherwise be necessary?—Yes, they are obliged to put more powder than is needed, because they have to re-charge, and sometimes the powder does not take effect afterwards, and they have to use for blasting what is not suitable for blasting slate rock.

2668. And they also have to expend more labour on the work?—Yes, of course.

2669. (*Mr. Jones.*) Do you mean to suggest that proper care is not taken to drain the works, say from the level of the lake, which is the natural drainage of the quarry?—Do you say that proper care to drain the works above that level is not taken?—Owing to the drain along which the water had to go to this level being blocked up, I remember seeing the water unable to pass along, and if I had been obliged to pass that way I should have had to wade through very deep water, perhaps to the middle of my body.

2670. With regard to draining the works below that level, how do you suggest that it could be done?—That is the level which has to convey the water out, and whether it comes from below or from above, it has to pass out through that level.

2671. That is the natural drainage of the quarry?—Yes.

2672. How do you suggest that the pumping of the quarry should be carried on?—In the ordinary way of pumping.

2673. But if that is your suggestion, what is it that you complain of?—We complain of what comes down from above that place. I am referring to a place called Number 1, south sink. It is where the sink begins to descend.

2674. (*Mr. Jenkins.*) Would you recommend making dams at the top of every bargain for the water to run along?—I doubt very much whether it would be safe, and I do not think it would be of much use, unless something were done to prevent its coming into the rock again, because where a bargain has been worked the rock gets loose, and the water would come in.

2675. Do they not make dams along the tops of the sinks?—I have not seen any.

2676. You have never seen a dam made across a chamber?—I saw them attempt that in one place, but it was a failure. It did not answer the purpose and the water came through all the same.

2677. What is your opinion of quarry agents, are they, as a rule, capable of making inspections?—I cannot say anything with regard to agents in general. I can only speak of the agents with whom I have been working, and as to those, they are as incapable as a child three years old. I saw plenty of opportunities for them to do it if they wished to do it, but I never saw any of them do it except Mr. Andreas Roberts. I saw him climb up a ladder on one occasion.

2678. Are all the agents not practical quarrymen?—Do you mean underground or above-ground men?

2679. I include both classes?—As far as my knowledge goes not one of them is an experienced rockman, at any rate.

2680. And do you think that they ought to be experienced rockmen?—That would be an additional qualification. It would certainly be desirable that they should be able to do the work themselves, rather than entrust it to anybody else.

2681. As a rule from which class are the agents taken?—Mr. Robert Owen was manager of the Old Welsh Slate Company and Mr. Humphrey Roberts was slate inspector. I do not know what Mr. Eames was.

2682. I do not want you to specify any names. Can you tell us from what class the officials are taken, speaking generally?—They are promoted from one post to another, as far as I know.

2683. You have stated in your evidence that you know instances of revenge for giving evidence in legal proceedings, but you could not point out a case where that had been done in the case of evidence given at an inquest. If revenge is shown at all, would it, in your opinion, have the effect of preventing men from coming forward to give evidence at inquests?—Yes, I thoroughly believe that it would. It comes to exactly the same thing whether the revenge is shown as the result of evidence given at an inquest, or at a prosecution. The men are afraid to come forward to give evidence which may be considered unfavourable to the company.

2684. Do you believe that men are unwilling to come forward to give evidence at inquests as well as at prosecutions?—I believe that they would prefer not to give evidence.

2685. (*Mr. Jones.*) What do you mean by that answer—do you speak of the men generally, or are you only referring to two or three isolated instances of men who were afraid or unwilling to come forward to give truthful evidence at inquests, or in legal proceedings generally?—Yes, I do; without being summoned.

2686. Is that a general thing amongst them, or an exceptional thing?—The occasions for giving evidence are not general, so that the cases of unwillingness are not general.

2687. Is there invariably a difficulty in getting witnesses among the quarrymen, and an unwillingness on the part of the men to give evidence when the occasions do arise?—Yes.

2688. And is that the general rule?—Yes; it is.

2689. You have referred to an inspector, and you said you wanted him to inspect the "thickness"?—Yes.

2690. Do you know of any accident that has happened in consequence of the want of an inspection of that kind?—Yes?—I can refer to one.

2691. What accident was that?—The case of John Hughes, Tre'rddol. I believe he is alive now. It was owing to a fall. A "thickness" above came down when they had removed the "thickness" below, and it fell on his leg and injured it.

2692. So that the only accident you know of was an injury to his leg?—Yes.

2693. It was not a fatal accident?—No.

2694. You ask for an inspector for that kind of work, and you leave the most dangerous part of the work without calling for an inspector to see to it,—how do you account for that?—I believe an inspector ought to be appointed to take in hand all that kind of work. I do not mean to define or limit his work. I simply mentioned that as one thing I would like him to attend to; but there are many other things as well.

2695. What do you mean by an inspector,—a man with a gang of men there to raise ladders and so on, or what do you mean?—A man in the neighbourhood of the quarries appointed by the Government to do that work, and nobody else.

2696. You want this inspector to take charge of the quarries, say in Festiniog?—I consider he ought to take charge, as far as the safety of the men is concerned.

2697. Do you know that the Cwmorthin Quarry is a freehold property?—I ought to know that, as I have a share in it.

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2698. But there are quarries in which there are shareholders which are not freehold?—Mr. Robarts taught us enough at the time he offered the shares to us about the quarry being freehold.

2699. Do you think that the fact that Cwmorthin is a freehold property has any bearing at all on the working of the quarry?—No; I do not think it has. If that had anything to do with the method of working the quarry it would have been carried out more perfectly.

2700. You say you do not know anything at all about other quarries?—No; I do not.

2701. (*Mr. Evans.*) Do you not think that in the case of a freehold the quarry owners are more at liberty to do as they wish with it than would be the case with a leasehold quarry?—I cannot say what the terms of the quarry leases are.

2702. But you naturally think that there are terms?—I cannot say; I have never seen a quarry lease.

2703. To what period do you refer when you say that some chambers were cut under the pillars, so as to necessitate the cutting of a *bôn*—do you refer to the present management or to the late management?—I have given evidence on those points with regard to things that I can prove myself.

2704. But to what period do you refer; how long ago did that take place?—I refer to the time when I worked there.

2705. And up to the time when you left the quarry, four years ago?—Yes.

2706. But to what time did you refer just now when you stated that they were cut in that way?—To the time I was working there and was dismissed.

2707. When were the miners working there?—Before they began to work the chamber as a chamber.

2708. But how long was that ago, was it four or eight or 10 years, or how long?—Perhaps it is four years ago, the instance I can refer to.

2709. Can you refer to any instances after that?—No, I cannot. Those chambers were being worked at the time I left the quarry.

2710. Do you think that engineering in the quarries has improved during the time you have been connected with them?—I do not know indeed.

2711. Do you consider that a chamber may be cut wider where there is good solid rock, than where there is poor and brittle rock?—Yes, certainly.

2712. And the pillars could be left narrower in those cases?—No, I do not think they should. The pillars ought to be equal in width to the chambers.

2713. Do you not think that a pillar of solid rock is stronger than a pillar of loose stuff?—That is so, no doubt, but a narrower chamber in loose, poor rock would add to the strength of the pillar. The chamber would be narrower as well as the pillar.

2714. Do you know of your own knowledge whether the men at Cwmorthin are afaid or not to attend to give evidence before this Committee?—It appears they have gained courage, as I see there are a lot of them here to-day.

2715. Have they been afraid?—I cannot say.

2716. But you have just said that they have gained courage, and that rather implies that they were at one time afraid?—I cannot say anything about that; you can ascertain from them on whose behalf they are here.

2717. Did anyone ask you to come here to give evidence?—No.

2718. Then you have come here of your own free will?—I have come here through an understanding with a number of friends in the neighbourhood to give evidence, but not owing to any request which has been made to me.

2719. Do you wish us to understand that you represent anybody besides yourself?—No, I do not represent anyone but myself as regards giving evidence. I simply desire the welfare of the men.

2720. Did you consult any friends here before coming here to give evidence?—No, I did not.

2721. (*Mr. Jenkins.*) You said just now that the manholes along the incline are a complete failure?—Yes, they are.

2722. Have you any reason for that?—Yes, it is because they are underground inclines. The light is very imperfect there. If a man happens to be very near a manhole when it is wanted, it is useful enough; but if an accident occurs when a truck is going up or down, the manholes are too inconvenient for a man to be able to run to them. The trucks come down very quickly, and no sound is heard until they are close by, so that there is no time for the men to run to the manhole.

2723. Then the only remedy, according to your views, is to have a separate path for the men to walk along, so that they need not have to use the incline for the purpose?—Yes. Perhaps it could be remedied if the men were able to communicate with each other, so as to stop the traffic, in the same way as the man at the bottom is able to speak to the man at the top, at the present time.

2724. (*Mr. Jones.*) Or a time-table for the running of the traffic could be arranged?—Yes, that could be done.

2725. (*Mr. Jenkins.*) Do the New Welsh Slate Company work under any special rules, or under the Act only?—I believe the quarry is under special rules.

2726. (*Chairman.*) Have you ever read the special rules which are in force there?—No, I have not read them once over.

2727. Are you aware that you have to obey the special rules?—I know it to some extent, through hearing them talk in the quarry.

2728. Are you aware that some of the matters you have spoken of are provided for by the special rules?—No, I am not. It is quite impossible for me to say, as I have never read them.

2729. Can you read?—Yes, I can read Welsh.

2730. And are not the special rules posted up in Welsh at the quarry?—I cannot say. I never paid much attention to them in that way.

2731. You say that a proper light should be provided for making inspection of the roofs and pillars?—Yes.

2732. What do you mean by a proper light?—I do not object to the light they use at present, but it is only of short duration. I want a good light to be thrown on the place which is considered to be dangerous, so that it can be properly seen, instead of trusting to what can be seen by the naked eye from below.

2733. Would you be satisfied with the Wells light?—I do not know anything about that.

2734. You have never seen the Wells light?—No, I have not.

2735. You spoke of a pillar which had been thinned down to 4 yards, can you name the floor and chamber where that pillar is?—Yes, I can name the floor.

2736. Where is it?—It is floor B., south sink.

2737. That is the same as the other one you spoke of?—Yes, that is what I was referring to.

2738 You spoke about men getting wet at the quarry; do you think the men would like to change their working clothes at the quarry, and leave them there, and go home in another suit of clothes?—My own feeling in the matter is that I should like it, the same as is the case in other works I have been in, where a man sees to the drying of the men's clothes, and that they are properly dry by the following day.

2739. You referred to a case where the water would be up to your middle if you went there, and had to walk through it, was that when the pump had broken?—There was no necessity for the pump in that case after the level was opened for the water to run through it. The rubbish had come from another floor and blocked up the level.

2740. (*Mr. Jones.*) They were tipping from another floor?—Yes.

2741. (*Chairman.*) Were you the plaintiff lately in a case against the Cwmorthin Company?—Yes.

2742. And did you lose your case?—Yes.

2743. (*Mr. Evans.*) Can you tell us what was the cause of your leaving the Cwmorthin Quarry?—I took part in the legal proceedings which John Rowlands instituted against the company.

2744. And were you turned away in consequence?—We were turned away in the February after the case occurred.

2745. And you have reason to believe that you were dismissed in consequence of that?—If the Committee

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like to spend two hours in going through the communications which passed between Mr. Owen and Mr. Robarts in reference to the matter, which I hold in my hand, they will find that it was the case.

2746. That would be too much for the Committee to undertake; what is the impression on your mind?—It is not too much time to spend in order to get at the truth. The correspondence which I have in my hand shows that on the 30th January Mr. Robert Owen wrote to Mr. Robarts that he had no fault to find with us, or anything against us, and that he could not dismiss us without there being a case against us, otherwise we would appeal to the Quarrymen's Union and be looked upon as martyrs. This letter was written on the 30th January and on the 21st February we were dismissed.

2747. (*Chairman.*) Was not that matter brought before the judge who tried the action?—Which matter?

2748. The matter between you and the management as to your dismissal?—Yes, the decision of the County-court judge was against us.

2749. Was this case connected with life and limb, or was it some other dispute between you and the manager?—The matter started with a dispute as to a contract.

2750. (*Mr. Jenkins.*) You brought an action against Mr. Robarts for libel?—Yes.

2751. And your contention was that you had been turned away and revenged upon for the part you took in the action brought against the company by John Rowlands?—Yes, our case was that the management took revenge upon us for taking part in that case. Four of us asked Mr. Robert Owen what his reasons were for dismissing us, but he refused to give any. Mr. Robarts was then written to and he refused to give anything but negative reasons.

2752. Would it be right to say that you left the quarry of your own accord?—I say I was dismissed.

2753. Do you know that Mr. Robarts said, in the course of his evidence before the Royal Commission on Labour, that you left the quarry?—Yes, I believe he said that. What Mr. Robert Owen told me was, that my connexion with the company was at an end that day.

2754. You say the men do not come out to dinner at the New Welsh Slate Quarry; for how many hours do they work underground per day?—There are many who do not come up, but those who live in the barracks do come.

2755. But those who do not come up in the dinner-hour, for how many hours per day are they underground?—They are bound, according to the rules of the quarry, from the time the bell rings in the morning until it rings again in the evening, that is, from 7.0 to 5.30.

2756. That would be 10½ hours?—Yes.

2757. And is that too much, in your opinion?—Yes, I believe it is. I consider that eight hours is quite enough for any man underground.

2758. Do you believe that it affects their health to be underground for so many hours?—They are in an impure atmosphere, at any rate.

2759. Are there any privy arrangements in the New Welsh Slate Quarry?—I never saw any there, except one that belonged to the agent's house.

Mr. D. Jones

Mr. David Jones examined.

2760. (*Chairman.*) Where do you live?—At Penrhyndeudraeth.

2761. And you work at the Votty and Bowydd Quarry?—Yes.

2762. What is your occupation?—A slate dresser.

2763. And how long have you worked as a slate dresser?—For about 20 years.

2764. Have you worked the whole of that time above-ground?—Yes, nearly the whole of the time, but occasionally I have worked underground.

2765. What suggestions do you wish to make to us?—Although I have had a little experience underground it is imperfect, and I should not like to give evidence with regard to the underground workings I consider we have not much to complain of in the mills, because there have been improvements of late, but there are a few things that we would like to have attended to. I should not like to confine my evidence to any quarry in particular.

2766. And what are those things?—There is the question of draughts, and dust, and so on. Perhaps a little improvement might be made in those matters.

2767. In what way do you mean?—The mills ought to be made free from draught, as there is greater danger from draught, in my opinion, than from dust.

2768. Have you anything else to say?—With regard to the dust, I accept the medical evidence that has already been given.

2769. You say that draughts ought to be stopped; have you any suggestion to make as to that?—I believe that the mills can be made into very good buildings, and that this will be done by and bye, and that draughts will be excluded altogether.

2770. Have you anything else to say?—In consequence of the tendency that men have of interfering with machinery, I think that proper supervision should be kept, so that they might not interfere with them at all.

2771. What do you mean by "interfering with the machinery"?—When anything happens to a sawing machine a man who interferes with it may meet with an accident, because he is not experienced in such things.

2772. Do you know of any accidents that have taken place owing to that?—I believe there are some which have happened in that way, but I cannot refer to any just at this moment. I do not know of any that have happened lately, but some men have met with accidents with the belting.

2773. Do you mean by putting on the belting?—Yes, by climbing to the shafting, and getting into danger in that way.

2774. You do not recollect any accidents which have happened in that way?—No, I do not. I have never seen one myself.

2775. Do you know of any that have happened?—I have heard of some, but cannot refer to them specifically. I do not remember them well enough just now to go into details about them.

2776. Do you think accidents of that kind are numerous?—No, I do not think they are; I am guilty of the same thing myself, that is, interfering with the machinery. There is no man kept to see to that work, and the men consequently meddle with it themselves.

2777. Are you aware that during the last 19 years only one fatal accident has happened to a slate dresser from machinery above ground?—That may be so. I have not looked into the inspector's reports to get the figures, but what I say is that accidents may happen, and frequently do happen, which are not fatal.

2778. Is there any other suggestion you would like to make?—No; I am not aware that I can suggest anything else. I believe great improvements are being carried on in the mills, but I think proper superintendence should be kept over the men to prevent accidents.

2779. What about the chains for drawing back the tables?—Some sawing machines are without a pulley for drawing the machine back, and others have a chain. I believe it would be a great improvement if they were all provided with them, rather than to have to put the chain around the axle. There are some with back gear, and some without.

2780. Are not those that are without back gearing few in number?—Yes; they are not numerous.

2781. You also suggest that a ladder should be supplied for the use of each section in the mill, so that the men may not have to climb up the shafting?—Yes.

2782. What do you mean by "climbing up the shafting"?—When the belting is off the upper wheel, if there is no proper ladder, the men must climb to the shafting.

2783. Is the shafting not horizontal?—Yes, but the man must climb up to it.

2784. (*Mr. Jones.*) How many tables are there in the mill that you work in?—I said, at the commencement, that my evidence is not confined to any particular

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quarry. At the place where I work there are 10 or 12 tables.

2785. How many tables are there in the largest mill that you know of?—24, I think, is the largest number.

2786. And you want an inspector to attend to these tables; how many inspectors would you like to see in a mill where there are 24 tables?—I have not suggested that an inspector should be appointed, but that proper superintendence should be kept over the machinery, to prevent men who do not understand them from interfering.

2787. What do you mean by "proper superintendence"?—I mean that the sawing machines and so on should be seen to properly by someone who has to look after them, and in that case there would be no necessity for any of the workmen to interfere with them.

2788. You are speaking of things in general; is it not the fact that the supervision of these tables is attended to in almost all the quarries that we have had evidence about?—I cannot say but that there is supervision to some extent, but I think it could be improved upon.

2789. (*Chairman.*) Is there not at the present time someone inspecting and superintending the tables where you work?—Yes.

2790. And is there not a loose pulley with a fork for each sawing table in that mill?—Yes.

2791. (*Mr. Jones.*) Do you not think that you ought to put the saddle on the other horse, and provide that every young man should receive some instruction with regard to these tables before he takes charge of them; would that not be more effectual than to have an inspector?—It might be an advantage.

2792. Would that be equally as good for the safety of that young man himself as an inspection by an outsider?—If that man were a quarryman, he could not be a fitter as well.

2793. I do not mean that he should repair the machinery. Supposing there are 24 tables, you would have to have 24 fitters or 24 men who knew how to work a table, according to your view; what would the other tables do when the man would be at one of them giving instructions; what would the other 23 tables do?—Sometimes a table does not require repairing more than once a month. All the machines do not get out of repair at the same time.

2794. But you are confining yourself to the question of repairs now, and not to the ordinary working of the tables. You gave us the impression that the ordinary workman does not understand much about sawing machines. Is that your experience? How do you intend to carry out the suggestion that you have made to the Committee?—I believe myself that most of the men know all about the machines, but they are not able to carry out repairs.

2795. Have you ever repaired a sawing machine, are you in the habit of doing so, or have you ever been asked to repair your own table?—When I was working at the Llechwedd Quarry, I would not be able, perhaps, to find the man who attended to that work just when he was wanted. He might be engaged in another part of the quarry, and rather than wait for him for hours I would prefer trying to repair it myself.

2796. (*Mr. Evans.*) Have you any ladders now to do the work that you have referred to?—I know where there are ladders.

2797. Do you know of any place where there are no ladders?—No, I do not know of any cases of the kind. I simply made the suggestion to prevent accidents, and that there might be no excuse for climbing up.

2798. You say there are ladders there at present?—I think it would be advisable to have a ladder in connexion with each section, so that there may be no necessity to climb.

2799. But you say there are ladders provided at the present time?—There may be quarries where there are none provided.

2800. Have you got one yourself?—Yes.

2801. (*Mr. Jenkins.*) You said with regard to the mills that they were being repaired and improved at present. Have they been repaired lately?—What I meant to say was that the mills which are being built at present are better than the old mills.

2802. Do you work in an old shed or in a new one?—I cannot say how old it is. It was not built lately.

2803. Does it require repairs?—It would be a very good thing if it had a coat or two.

2804. A coat or two of what—paint?—Of repairs.

2805. Is it rainproof?—No, not altogether.

2806. Do you get wet there?—Yes, I get wet where I work.

2807. You say that you want proper ventilation in the sheds, we have had it in evidence that there is plenty of ventilation in the sheds in your quarry, is that so?—Yes, I believe there is too much.

2808. How do you explain that?—It is draughty.

2809. (*Chairman.*) You state in the letter you sent as to the points upon which you would give evidence that you would like to have "winding ventilators;" what do you mean by that?—I meant revolving ventilators. When the mills are being built revolving ventilators should be provided to draw out the dust. The dust has a tendency to ascend, and there is no room for it to go out of the sheds unless something of that kind is provided.

2810. (*Mr. Jenkins.*) Are the sheds where you are working at built of stone walls?—We have pillars there on one side and the other side is built of walls with doors in them.

2811. Would it be an improvement if they were built with a wall all around, and doors in it?—Yes, no doubt it would.

2812. (*Chairman.*) How long ago is it since you worked at the Llechwedd Quarry, and you were not able to find a man to repair your table?—I did not say that I could not find him. When I worked there, I remember a time when there was a difficulty in getting him just when he was wanted, and rather than lose two or three or more hours in going in search of him it would be less trouble for me to try to make up the table anyhow myself. He might have been engaged elsewhere, and have work to do which might take him some hours to finish.

2813. Did you know that he was engaged elsewhere?—When I inquired for him I would be told that.

2814. But those were very trivial repairs that you would make?—Yes, certainly. I would only be able to undertake very simple repairs. If we wanted screws for the belting, or to tighten it, or something of that kind, I could do it.

2815. Are there not proper tools for that kind of work kept in the mill?—Yes, but we have no right to interfere with those.

2816. (*Mr. Jenkins.*) The man you have just referred to is a man employed to repair the machinery, and not to examine it with the view to finding out whether there is anything wrong or not, is that so?—Yes, he is to repair only.

2817. What kind of a place have you to eat your dinner in?—There are some small huts which have been built lately.

2818. Were those prepared by the employers?—I cannot say what the connexion of the employers is with them. They have been erected, and we are allowed to eat there. We are also allowed to eat in the place were they sharpen the saws.

2819. Who built those huts?—I think the men built some of them.

2820. You do not know of any eating houses which have been built by the owners?—No; I do not know of any.

2821. (*Mr. Jones.*) Is it not within your knowledge that a large dining-room has been built at the Votty and Bowydd Quarries by the proprietors. I believe you call it a "dinner-house"?—Yes, I know of that; but it has been converted to another purpose during the last few years.

2822. Was that place given up by the men, or were they prevented from going there?—I cannot answer that question; I was not at the quarry at the time.

2823. Would you be surprised to hear anyone say that the men themselves gave up using the place?—All I can say is that at the time I worked there, about 18 years ago, it was very popular amongst the men.

2824. (*Mr Jenkins.*) And did that arrangement afterwards fall through?—I do not know; but the place is used for another purpose at the present time.

2825. Then it is not used as a dinner-house now?—No; it is a barracks.

2826. It is rented to the men?—I do not know of my own knowledge that it is rented; but I suppose it is. That is the practice with the barracks.

2827. (*Chairman.*) Do you live in barracks at the quarry?—No; I go down by train every night.

2828. How do you find the train accommodation on the Festiniog Railway?—It is rather bad.

2829. In what way?—The carriages are overcrowded for one thing; they are also very unsuitable for the men to travel in. I do not think they are what they should be.

2830. Are they lighted?—No, the only light there is is what the men bring with them, a candle from the works, or something that they may like to buy.

2831. Do the trains run at convenient hours?—The time is pretty good, but they happen to be late sometimes.

2832. At what time do you leave Penrhyndeudraeth in the morning now?—At 6.5 a.m.

2833. And at what time do you reach Duffws?—At 6.50.

2834. At what time do you begin work in the mill at the Votty and Bowydd quarries?—About 7.30.

2835. (*Mr. Jenkins.*) Can you commence work in the mill now as early as 7.30?—We commence there at the same time as they do in the other quarries. The time varies just as the day happens to be.

2836. Is it light enough at the present time for you to be able to commence work there at 7.30?—It is rather dark in the mills at that time just now.

2837. (*Mr. Jones.*) Does the train take you there too soon in the morning?—It is a little too soon these dark mornings.

2838. (*Chairman.*) How does the train suit you in the evening?—It starts now at 5.15, and reaches Penrhyndeudraeth at 6.5.

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2839. (*Mr. Jenkins.*) Is the time of the quarries fixed according to the railways, or that of the railways according to the quarries?—The railways according to the quarries, I should think; they change the times of the trains according to the time the bell rings at the quarry.

2840. Do you know that it was stated otherwise before the Royal Commission on Labour?—I did not read that evidence through, so I cannot say.

2841. Are you taken there too early in the morning? It differs according to the place a man works at. For the Votty and Bowydd it is a little too early, but at the Maenofferen they require more time, and at the Upper Oakeley also.

2842. At what time does it get light enough for you to commence work?—About 7.45 to 8.0 just now, but we never take particular notice of the time, we begin to work as soon as it gets light enough.

2843. You are quite sure you can do your work properly at 8 o'clock?—Yes, I believe so, but I have not taken special notice of the time.

2844. Is that the time throughout the winter, is 7.30 the time of the bell?—I have not noticed that. I do not think it is, but it varies according to the length of the day.

2845. Does it follow the day always?—Yes.

2846. (*Mr. Evans.*) What do you mean when you say you are able to do your work at 8 o'clock, what work is that, would it be splitting or dressing slates?—It depends what the first work is that I have to do that particular morning.

2847. Have you any work that you could do before it is perfectly light?—Yes. If we want to change the saw, or anything of that kind, we can do that when it is pretty dark.

2848. So you have some work there which you can do when it is not quite light?—Yes, if there is any necessity for it.

2849. But you sometimes have it to do?—Yes.

Mr. William Williams examined.

Mr. W. Williams.

2850. (*Chairman.*) You live at Minffordd?—Yes.

2851. And you work at the New Welsh Slate Quarry?—Yes.

2852. What is your occupation there?—Rockman.

2853. How long have you been a rockman?—For about 12 years.

2854. Have you worked at other quarries besides the New Welsh Slate Quarry?—No, not in a slate quarry; but I worked in a sett quarry in the neighbourhood in which I live for about nine years.

2855. But I understand you to say that you have worked for 12 years as a rockman at the New Welsh Slate Quarry?—Yes, and I worked for six months at something else before that.

2856. What suggestions would you like to make to us?—I consider that there is a good deal that is dangerous in regard to the quarries, and that great care should be exercised.

2857. What do you consider are the principal dangers?—Falls of rock from the roof, and from the pillars, and from the fore-breast.

2858. And how would you prevent accidents from falls from the roofs and the pillars?—The workman in particular, as well as the management, should take every care, and see that everything is put safe.

2859. What else do you think ought to be done?—I do not think much can be done to prevent accidents except to take every possible care.

2860. You have intimated that you wish to speak about the use of explosives, what would you suggest with regard to that?—I should like to say that every care should be taken with regard to that; I do not believe that anything much can be done by the framing of rules, and that it is for the men themselves to take every possible care in using the powder. That, in my opinion, is the most likely way of preventing accidents.

2861. I believe you also desire to speak of the good and evil effects on health of working underground, what is the good effect on the health of the men by working underground?—I believe that one advantage is, that the temperature is very even down below. There is not much difference in the temperature there between summer and winter.

2862. And is there any other advantage?—I do not think there is much advantage from that, except that one is able to work in a dry place, and not in a wet place.

2863. Do you think it would be an advantage to the men to have a place where they could change their clothes before commencing work and after leaving off work?—I do not think it would be of any advantage, because it is only in a few instances that the men do get wet, and when they do get wet there are places where they can dry their clothes now—the boilers and so on. As far as I can see, I do not think that any special provision of that kind is wanted.

2864. Do you travel backwards and forwards to Minffordd every day?—Yes, I do; and I have done so regularly since I commenced to work at Festiniog, 12 years ago.

2865. And do you like that better than living on the spot?—Yes, I do.

2866. Why is it better?—For one thing, I prefer to live in the country, as I do now, than among the rocks here.

2867. Do you think you get a better climate there—say, less rain, for instance?—Yes, I know we get less rain there and less mist.

2868. And can you get house accommodation cheaper there than you can here?—Yes.

2869. How do you find the railway accommodation?—The general complaint is that the carriages are overcrowded. There is too little room in them by a long way.

2870. You find that to be the case yourself?—Yes, I do. There are 16 travelling in one carriage, and that is too many by far.

2871. Are those special carriages for the workmen that you have, or the ordinary third-class carriages?—They are special carriages for the workmen.

2872. And have you special cheap tickets?—Yes.

2873. What does your ticket cost you weekly?—2*s.* 2*d.*

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2874. (*Mr. Evans.*) Do you know anything of the special rules now in force at your quarry?—Yes, I do. We have all had a copy of them.

2875. And do the men adhere to those rules?—I believe that on the whole they do.

2876. Is it possible that none of the men pay attention to them?—I do not believe it is possible.

2877. What kind of tools have you for blasting—the tamper and scraper and so on?—Most of the men have an iron tamper, but the wooden tamper is used as well. We have definite instructions to use the wooden one.

2878. Have you any copper tampers?—Yes, I know there are some, but I do not know how many.

2879. Have you one yourself?—No, I have not, but I have a wooden one.

2880. Did you ever see one of the copper ones in the works?—Yes, I have seen them.

2881. Have you seen any other copper tools in the works?—No, I cannot recollect that I have at present.

2882. Do you know that the present rules require copper scrapers and other tools to be used?—I do not know anything as to that. I am not aware that they call for copper scrapers.

2883. You are aware, I suppose, that you are not to use iron tools with powder?—Yes, I am aware of that. There is a rule to that effect.

2884. Do you agree with that rule?—No, I do not.

2885. Do you object to use copper tools?—Yes, I do.

2886. What objection have you to those?—The copper tampers do not wear so well. I have not seen the copper scrapers.

2887. Can you refer to any accidents which have taken place with explosives in consequence of using iron tools?—I have not seen any myself, and I believe I can say that I have had as much experience with powder as most men; I have had 20 years' experience with it. I worked at a sett quarry at one time, where I had nothing to do, but to attend to the blasting; I used two tons of powder in a year there, and I used nothing but iron tools.

2888. So that you do not agree with special rule 22?—I consider that a wooden tamper with gelatine or gun-cotton is a very proper thing; but in regard to gunpowder, I do not think it is at all necessary when we have only a tamping of one or two inches. In the pillaring hole we only use about that.

2889. (*Mr. Jenkins.*) Have you more objection to the copper tamper than you have to the wooden?—No, I have not.

2890. You say you have a wooden tamper?—Yes.

2891. And do you use it?—Yes, I do. I use it because the rules require it.

2892. On what occasions do you use them?—I must use them to everything. If the agent saw me not using it, I would be fined.

2893. Do you always use it for the first and second tamping?—I suppose I am not required to come here to say I have broken the rules of the quarry?

2894. Do you use it always?—I carry it with me always, whether I use it or not.

2895. You said that the copper tampers would not last. Do you know that it is possible to make them to last, say, for six or seven years?—I cannot say anything as to that.

2896. If that can be done, would you have any objection to use them?—No, none whatever.

2897. Would they be more convenient than the wooden tampers, if the copper tampers could be made to last?—Yes, they would be undoubtedly, if we were allowed to use them without using the wooden ones.

2898. You said that in order to prevent accidents it would be well to take more care; have you any experience of men who have not taken proper care in their work?—I believe that most of the accidents which have proved fatal, since I have been at the quarry, were due to the negligence of the men themselves.

2899. Is the accident due to the negligence of the men if it is due to a fall from the roof?—No, unless they know it to be dangerous.

2900. Have you seen many accidents of that kind, within your knowledge, at the New Welsh Slate Quarry—accidents from falls from the roof or the sides of a pillar?—No, not many.

2901. Is it a fact that 50 per cent. of the accidents happen in that way?—No, I do not believe it is.

2902. Do you know of accidents of that kind?—The one most like that was the one referred to here this morning, in which two men were killed.

2903. (*Chairman.*) That was the accident which happened in February 1892?—Yes.

2904. Was that the fault of the men themselves?—No, I believe not.

2905. (*Mr. Jenkins.*) They knew nothing about it?—One of them did not know anything about it. He had only just gone there. I do not know whether the other man knew anything about it or not.

2906. Are the men apt, under certain circumstances, to leave loose things on the sides of the pillars?—Yes, they are.

2907. Are there any inspections, or is any care taken to prevent that?—I am not aware that there is.

2908. Do you not approve of the suggestion that the owners should be compelled to provide a special man to do that work—to inspect every "thickness" before it gets out of reach?—No, I do not. I believe the men themselves will do that work better than it would be done if another man were set to do it.

2909. Would not the appointment of such a man tend to make the men themselves more careful?—No, I do not think it would. There is an inspector now, and if it can be proved that they have been careless they will be prosecuted.

2910. Who would you hold responsible for an accident which occurred now through negligence which occurred 10 years ago?—The thing seems incredible to me. In our quarry we have no chambers that are worked for that length of time.

2911. If a man is negligent on a certain occasion, and leaves the rock loose, say, on the side of a pillar, is it possible that in 10 years' time they would fall upon a man who works in the chamber below?—I believe it might happen in less time that that. There are things which a man fails to bring down without using explosives, and he may leave them and think they are safe, and they may become loose afterwards and fall down.

2912. So that pieces may fall in that way after they have been left loose through carelessness?—Yes.

2913. In such a case whom would you hold responsible?—The man who had left it there.

2914. But suppose he had gone away to America or somewhere else?—In that case you could not get hold of him, of course.

2915. Would you not hold the company responsible to see that every place is made safe before it gets out of reach?—Yes, that ought be done as far as they can.

2916. And that they should enforce all rules?—Yes.

2917. Are the men obliged to adhere to the rules at the New Welsh Slate Quarry now?—Yes, I believe they are.

2918. Is it true that pillars are cut there; that is, that bargains are set to the men to work in pillars?—It has been the case.

2919. Is it the case there now?—I do not know. I do not remember any case in particular just now, but where there are levels, and the rock gets loose of itself, they work those in the pillars.

2920. Are you a rockman now?—Yes.

2921. Were you a witness in the recent action brought against the company; were you a witness on behalf of the company?—No, I was not.

2922. Who asked you to give evidence here?—No one asked me specifically.

2923. Has anyone asked you indirectly to come here to give evidence?—The agents said in the quarry that it was being reported that the men in our quarry were afraid of giving evidence before this Committee, and they wished some of the men to come here.

2924. Therefore, you volunteered to give evidence upon the manager asking you in that way?—Yes, to a certain extent.

2925. Did he know what you had to say here?—No, not in the slightest degree.

2926. Who sent in your evidence?—I sent it in myself.

2927. Is it in your own handwriting?—Yes.

(Mr. G. J. Williams here explained that notices were sent to the men asking them to mention the points upon which they proposed to give evidence. The agents knew where the men lived, and he (Mr. Williams) asked the agents to deliver the notices to the men, and they were returned on Saturday night through Mr. Robert Roberts, Groesffordd. The time was too short to allow the notices to be sent to the men direct and to be returned by them individually.)

2928. To whom did you give your evidence in writing?—I gave it in a letter. I got a letter from Mr. G. J. Williams, through Mr. Eames, asking me to mention the points I intended to refer to, and I wrote a reply myself and gave it to Mr. Eames, and he said he would send it to Mr. Williams.

2929. Are you a bargain-taker at the quarry now?—Yes, I am.

2930. Were you a bargain-taker there before Mr. Owen came there?—Yes.

2931. Is it a fact that in the Cwmorthin Quarry there are natural causes which tend towards accidents?—Yes, there are so many "bevels" in the rock, and the rock is small in several places, and liable to break. There are many small joints, especially the "bevels."

2932. Have you heard it said that if the Cwmorthin Quarry were inspected minutely, the same as other quarries are, that it would have to be stopped?—No, I have not heard that.

2933. If that is said, is it true?—I do not know how the other quarries are being inspected. I have not been working in any of them, so I cannot say anything about them.

2934. You have no reason to believe that that is true with regard to your quarry?—No, I have not.

2935. (*Mr. Jones.*) Do you know, as a fact, that there is any difficulty in obtaining witnesses, or any hesitation on the part of the men at your quarry to come forward to give evidence at this inquiry?—I do not know.

2936. (*Mr. Jenkins.*) Do you know that certain men from your quarry have refused to come?—No, I do not.

2937. Do you know that the workmen's committee have failed to get a witness from your quarry?—No, I do not.

2938. (*Chairman.*) Have you anything else to say?—It was said by one of the medical witnesses that it is not so healthy to go and come by train as it is to live in the neighbourhood, and that this can be proved by figures taken from the report of the Oakeley Quarries Sick Fund. I rather doubted that statement when I read it. So far as I am personally concerned I have not been a fortnight poorly during the 12 years I have been going and coming by train daily. I asked to be allowed to see the sick list belonging to our quarry, and the secretary gave me the figures. The payments have only been made up for the first four months of last year. 44 of the men go by train night and morning, and 243 live in the district. The men who go by train received sick pay amounting to 2*l.* 17*s.* in those four months, as against 31*l.* received by those who live in the district. The proportion between those who live in the district and those who travel by train is as 5½ to 1, but the proportion of the sick pay paid to them is nearly 11 to 1. Those figures prove quite the opposite to those quoted by the doctor.

2939. (*Mr. Evans.*) What doctor was that?—Dr. Evans.

2940. (*Chairman.*) What months do the figures refer to?—The first four months of the year.

2941. To January, February, March, and April 1893?—Yes. The secretary had not made up the accounts for the rest of the year when I got those figures from him.

2942. (*Mr. Jenkins.*) You referred in your evidence to the fact that the temperature underground is more even?—Yes.

2943. Do you think that the workman gains by that?—I consider myself that he does, but there are no doubt disadvantages which counterbalance that.

2944. What are those disadvantages, in your opinion?—The place is damp and smoky.

2945. Do you consider that he gains by the evenness of the temperature underground?—I believe he does.

2946. How many times a day have you to go in and out from that even temperature?—I do not come out at all.

2947. You come out at night?—Yes.

2948. Is the temperature the same underground and above-ground?—No, it is not. I took a thermometer with me to test it, and I found that in the hottest day of the summer it registered 80 degrees in the shade outside, and underground it was only 54°.

2949. And I believe the same difference would be observed in the winter?—Yes, I tried it on a cold day about a fortnight ago, and found that it was 21° outside and 51° underground.

2950. So that the underground workman has a more variable temperature to contend with than the men who work above-ground?—Yes, he has, but they provide more clothing in consequence of that.

2951. (*Chairman.*) And would he not be going out from his own warm house into the cold air in any case?—Yes, he would.

2952. (*Mr. Jenkins.*) Would you feel the cold at night in the winter time rather keenly?—Yes, I would.

2953. After having worked in the quarry all day?—Yes, naturally, and of course I put more clothing on after coming out.

2954. As a rule, do the underground workmen feel more from the cold than the above-ground men do?—Yes, they do.

2955. As to the question of drying clothes—you said that you got them dried at the boilers—are you allowed to go to the boilers to dry your clothes?—The boilers have been bricked round, and there is plenty of heat there to dry the clothes.

2956. And you are allowed to take your clothes there to dry?—Yes, I never saw anyone object to it.

2957. Do your special rules not forbid anyone to go to the engine-house?—I am referring now principally to the engines underground.

2958. But do not the rules apply both to engines outside and inside?—There is no house for the underground engine, so that the rule cannot be applied.

2959. But does not the rule apply to the space immediately around the underground engine?—There is a place where we have to pass close by.

2960. (*Chairman.*) Have you anything else to say?—There is one thing which should be attended to underground. I refer to the privies. I consider it would be beneficial to the health of the workmen if proper privies were provided underground. When there is an old disused chamber, the men go there, and that makes the air impure.

2961. (*Mr. Evans.*) And what is your suggestion to meet that state of things?—That pails should be provided, or a hole with water in, so that they might be cleaned periodically.

2962. Do you think that is practicable?—Yes, I think it is.

2963. You believe it is a great nuisance as things are at present?—Yes, it is. The men ought to be compelled to use the same place as privies, and fined if they go anywhere else.

2964. Do you think it is possible that this nuisance you refer to affects the water which the men drink at the bottom of the quarry sometimes?—I do not think any of the men drink the water down below.

Mr. Moses Kellow examined.

2965. (*Chairman.*) You are the Manager of the Park Slate Quarries, Penrhyndeudraeth?—Yes.

2966. And how long have you been there?—I have been actively associated with the quarries for the last 17 years.

2967. Can you tell us anything about the method of working you employ at that quarry?—As I have already stated, I have been associated with the Park Quarry for a period of 17 years. During a large portion of that time I have taken an active part in its

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management, and latterly it has been solely under my control.

The slate beds in the Park property are, in point of geological age, identical with those worked at Blaenau Festiniog, but differ from them in several characteristics.

The bedding dips at an angle of 42 degrees in a direction 30 degrees W. of N.; the cleavage dips at an angle of 76 degrees to the N.W.; the line of intersection of the planes of pillarage and cleavage dips at an angle of 27 degrees to the N.E.; and the plane of pillarage, without reference to the cleavage, dips at an angle of 30 degrees in the direction of 18 degrees N. of E. I refer to the magnetic meridian in all cases.

The plan upon which the quarry was opened at first was that common in underground quarries, viz:—The formation of chambers, with intervening pillars, the working face of rock being opened up on the upper or N.W. side, and the progress of the chamber as operations proceeded being towards the S.E., or underlie of the vein.

The peculiar direction of the pillarage, which neither coincided with the floors of the galleries nor the sides of the pillars, and the unfavourable prevailing direction of the joints, made the extraction of the slate rock difficult and expensive. Moreover, the igneous rocks which are associated with the veins at Blaenau Festiniog were thinned out to nothing in the Park property; hence the chambers had to be formed with a slate roof.

In view of working several galleries, it was deemed inexpedient to rely upon this. The outcome of these difficulties was the gradual evolution of our present system of working, which I will attempt to briefly describe.

A point is selected (the deeper the better) which for the time being is regarded as the bottom of the quarry. An incline shaft, following the dip of the vein, is sunk to this point, and levels are driven therefrom to the right and left along the face of the vein. The position of each chamber is then decided upon, and a cross-tunnel is driven through the vein in its centre line. This forms a "loose end" or side for undercutting the rock through to the pillars on each side of the chamber. After the completion of this operation, the opening is continued upwards in the plane of bedding at the back or underlie of the vein for, say, six or eight yards at the highest point, diminishing as the pillarage approaches the floor. A "loose end" or side is then cut at the S.W. side of the chamber, and by means of a pillarage hole bored from the face formed under the vein in the plane of bedding a mass of rock is detached, the operation being facilitated by its own weight. (Figs. 11 and 12. p. 84.)

I may state that bedding joints are frequent, and can generally be relied upon to free the mass on the upper face. Moreover, with regard to the foot-joints, which name I may be permitted to use for their identification, but which in the case in question is really a misnomer, their prevailing direction is vertical, so that the rule is that the lower end of the mass of rock removed will be freed by a foot-joint which forms with the pillarage an obtuse angle. Thus the necessity for second charging of the hole is rare, and the unremoved rock is left sound and safe above. The removed piece of rock forms the loose end for the next piece, and by the time the opposite side of the chamber has been reached a face has been formed from which the next overlying bed can be operated upon in like manner.

The slate rock taken down is trimmed where it falls, and the valuable portion only is sent to the mills. The rubbish is allowed to remain in the chamber, and fills up the space as fast as it is formed by the removal of the rock. The rubbish floor forms a cushion upon which the slate rock when blasted falls, and thereby prevents its being shattered, as is frequently the case when falling from a height upon an unyielding rock floor. But by far the most important function performed by the rubbish is the effective support it affords to the roof overhead.

The tunnels of communication are at the face of the vein at the regular gallery intervals, and as the floor of the chamber rises, a short single-road incline is used to connect it with the gallery next below.

To summarize the advantages of the system: The rock can be removed in larger masses individually, and in greater quantities collectively, with a less expenditure of labour. It goes to the mills in a sounder condition, thereby producing a greater proportion for the market. The cost of the removal of the rubbish is entirely dispensed with, and last, but by no means least, falls of roof are rendered absolutely impossible.

2968. What you have told us now is with reference to the method you have been using at your quarries?—Yes.

2969. And you have been working in that manner for many years?—Yes.

2970. When you say that falls of roof are absolutely impossible, is it not a fact that a man was killed by a fall of roof at the Park Quarries?—No, it was not by a fall of roof.

2971. It was the case of Owen Williams, a rockman, 36 years of age, who was killed at your quarries in 1891 by a premature and unexpected fall of slate rock from the roof which had, only a short time before that, been examined and reported safe?—That was not the roof proper, but a piece of rock from what was our working face.

2972. Then it was the working face?—Yes, and what I refer to in my statement is the roof proper of the chamber.

2973. This was a piece of rock above the men's heads?—Yes.

2974. It was the roof for the time being of the excavation where the men were standing?—Yes.

2975. (*Mr. Jenkins.*) What is the thickness of your vein?—About 16 or 17 yards, measured at right angles, but it is not exactly uniform.

2976. And it dips at an angle of 40 degrees?—About 42 degrees. That is the average.

2977. And you find that your system works well?—Yes, it works very well indeed. With reference to the question upon which I have been asked to express an opinion by Dr. Foster, as to whether the system could be applied under the conditions existing at Blaenau Festiniog, I may state at the outset that I approach the matter with a great deal of diffidence, arising from a due appreciation of the great complexity of the elements of the case, but nevertheless if forced to state my opinion, *pro* or *con*, I should say that the system in its entirety could not be carried out in Festiniog, but I do think the germ of the plan, embodied in a considerably modified form, could as a matter of possibility be carried into operation with perhaps many and important advantages.

The main feature of any such plan would be to secure the support of the rubbish for the roof above, by filling up the space created by the removal of the rock, and to prevent the possibility of the recurrence of the disastrous falls, which at present involve great danger to life and financial loss to the quarry owners.

I will not claim to lay before you a fully developed or perfect plan, but will briefly state the direction in which I should look for the practical development of the idea, assuming the necessary opportunity and competence to work it out, and its application to a new or undeveloped property.

1st. An incline shaft sunk near the face of the vein to a considerable depth, say 10 galleries deep.

2nd. Levels driven to right and left at face of vein at the 10th gallery.

3rd. The opening or "unroofing" of chambers in the usual manner, but extending upwards no further than 7 feet above the level of the floor of gallery 9.

4th. The working of the series of chambers on gallery 10 in the ordinary way, miners being put to cut the top in advance on gallery 9, and the rubbish taken to the tips in the usual way.

5th. When the chamber nearest the shaft should have become worked out, or sufficiently advanced, the rubbish from the 10th gallery to be raised along the incline to the 9th gallery, and tipped into the chambers below until a floor, say 5 or 6 yards wide had been formed. (Fig 13. p. 84.)

6th. The opening of gallery 9 might then be completed, and the extraction of slate proceeded with as in the gallery below, a free top being cut by miners on floor 8. On this gallery, and all subsequent galleries above it, the carriage of the rubbish to the tips would be dispensed with, as it could be thrown forward under the rock into the empty chamber below, thus forming the floor in advance for the men to work upon. The remaining chambers on gallery 10 would be treated in a similar manner as fast as they became worked out or sufficiently advanced.

By the above plan, the method of extracting the slate rock to which the men have become habituated would remain the same, the best-paying rock usually found in depth would be extracted first, and the working upwards could be discontinued immediately it became

unprofitable from its nearness to the surface. Nearly 75 per cent. of the rubbishing cost would be saved after leaving the 10th gallery, and falls of roof would be effectively provided against.

Several objections occur to me, and I may name them for the purpose of replying to them.

1. The operation of cutting the top of each gallery would appear to involve increased cost, as in the present method the top is already cut by the working of the gallery above. As a set-off to this, the bottom of each gallery has now to be cut, which would be dispensed with under the proposed method, and it is doubtful whether the present system of doing it piecemeal, notwithstanding the occasional advantage that may be taken of joints, does not in the aggregate amount to more than would be the cost under the more straightforward process.

2. That certain combinations of joints might possibly render the undercut rock unsafe overhead. I am of opinion that, except in rare instances, it would not. The foot and back joints have their equivalent in the Park Quarry in numerous pillarage joints, which at first sight might be regarded as an element of serious danger, but I may state that experience shows that the combination of joints necessary to entirely free a mass, so as to cause it to fall is so rarely complete, that with the exercise of ordinary care, the risk on this point is very little. Moreover, I have an instance now in mind where an undercutting of the kind proposed was formed under conditions identical with those at Blaenau Festiniog, without the slightest difficulty being experienced with the rock overhead.

3. That operations could not be carried on to any extent simultaneously on different galleries in the same chamber, and that therefore the number of bargains working at any one time would be restricted by the extent to which the chambers could be multiplied in the direction of the strike of the vein. My reply to this would be that with the advantage of having a free bottom, the output of each bargain would be very considerably augmented; the disposal of the rubbish, now frequently a great hindrance, would cease to be a difficulty; operations could be expedited by the application of electric or other motive power to the cranes; or if a still larger output were desired, a second series of chambers might be worked simultaneously at an 8 or 10 gallery interval below the first.

Regarded, however, from a commercial point of view, most quarry owners would prefer a more limited quarry, where working could be commenced in the best rock, and profits quickly realised, to a more extensive one, where, for a long period of years, the operations had to be confined to the upper galleries where the working was unprofitable, or comparatively so.

I may further state that I look, with some degree of confidence, to the possibility of extracting the whole of the slate rock, pillars included, as the ultimate result of the application of the principle of working I have sketched out, but I am not prepared to go further into details at present, feeling that I have already unduly trespassed upon your patience.

My apology for presuming to place before you these suggestions, which will, I have little doubt, appear to some minds to be too revolutionary, must be that I have had special facilities for seeing, and in carrying into practical operation, a system which I believe contains a principle that may be developed with advantage to the personal safety of the workmen, and to the financial benefit of the quarry owners, and it will be clearly understood that it is as the advocate of a principle rather than as the propounder of a system of working, that I have ventured to lay these observations before you.

I fully recognise that it is very difficult to get a cut-and-dried scheme prepared, and all that I have done is to point out a principle, I do not advocate any particular plan, I simply advocate the principle, and I believe it is one that can be made something of.

2978. (*Chairman.*) You advocate the principle, because it has been found advantageous to you for many years at the Park Quarries?—Yes.

2979. Therefore it is no new principle as far as underground slate quarrying is concerned?—No.

2980. It is simply new as regards applying it to another district?—Yes.

2981. And to a district where the conditions are not exactly similar?—Yes. This would be my guiding principle, instead of leaving a place empty after it had been worked, I would fill it up. Of course, the best means of going about it would be decided under the conditions which would arise at the time.

2982. (*Mr. Evans.*) Do you find that the plan you have explained has diminished the number of accidents at your quarry?—We have only had the one accident, and that has just been referred to, so that we really have nothing to diminish.

2983. That is the only accident you have had?—Yes. In that case there was a joint in the rock. The rock had been examined and they had failed to discover it, and they pronounced it safe, but it turned out that it was not safe, and a man who happened to be there at the time the rock fell was killed.

2984. (*Chairman.*) It was precisely the same kind of accident that happened a few days ago at the Oakeley Quarries, in which a man was killed?—I cannot say anything as to that accident.

2985. (*Mr. Jones.*) You commence operations on the 10th floor?—Yes.

2986. You mean that you would begin at the very bottom of the vein?—Yes, that is the idea.

2987. And then you would work upwards?—Yes.

2988. And clear the rock as you go up?—I would work the bargain in the ordinary way.

2989. And fill up with the rubbish?—No, I should work that bargain out first.

2990. You mean by "bargain" the thickness of the vein over a certain floor?—Yes.

2991. And after working it out you would fill it up with rubbish?—Yes.

2992. How much of the rubbish that you take out of a certain rock can you put back again?—Nearly the whole of it.

2993. And what do you do with the surplus?—If there be a surplus, we would carry it away.

2994. What proportion of the stuff that you quarry do you send to the market?—We reckon to send out from one-fourth to one-third of the total rock from the quarry to the mills.

2995. Then you have to compress the rubbish back again to the same spot, with that exception?—No, if there would be a margin we could carry it away.

2996. But I thought you said there was no margin?—Of course if there is no margin there is none to send away.

2997. (*Mr. Evans.*) I suppose that a good deal of the waste goes up with the blocks?—Yes.

2998. (*Mr. Jones.*) Supposing you work out a chamber, how many tons of rubbish will you be able to put back again?—If we have 10,000 tons of rock, for instance, 7,500 tons will remain in the form of rubbish in the chamber.

2999. And you can put it there?—Yes, about that quantity. You would allow about one-third for expansion. We fill it in as far as it goes, and if there is any left we take it away.

3000. You will have to keep two things in view—you will have to make special arrangements for carrying it, and you would not be able to fill up the chambers, and the chambers unfilled would not be a proper support?—Of course we have to make arrangements for getting the blocks away under any circumstances, and if we have a margin of rubbish we would simply treat that as if it were a load of blocks, and remove it. I reckon upon the regular gallery intervals, of course. For a considerable time we can walk on the regular gallery floor without any incline, but when it gets high up there is a small incline.

3001. What would you have to guide you with regard to the depth of the vein; suppose you begin to fill up at the tenth floor, you may have other floors below that, and how do you manage then?—In the first place, it would depend very much on your patience.

3002. And purse?—Yes, quite so. Supposing that 10 galleries were regarded as the bottom for the time being, and that you wanted to go deeper at some future time, you would sink another 8 or 10 galleries, and leave a triangular piece to prevent the rubbish slipping down. Those 8 or 10 galleries would be worked in the same manner as the others. You would commence at the bottom and work upwards.

3003. So you would leave a barrier to prevent the rubbish slipping down?—Yes.

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3004. (*Mr. Evans.*) In regard to the matters the Committee are to inquire into,—you would make the roof safe?—Yes, I would not like, in the conditions we work under, to venture to open, say, 8 or 10 galleries deep in the chamber with a slate roof overhead depending solely on the sides for support. It will stand, say, for half a gallery, or possibly for one gallery.

3005. Is your slate rock such as will hold the roof as it is generally left in these quarries?—Our roof generally consists of a bedding joint. We have the slate rock above us.

3006. Is that rock sufficient to hold by itself?—It is not, for a number of galleries. It might, perhaps, for a single gallery, but if you wanted to work a second gallery below that, and then a third, and so on, and so increase the space to be supported, I doubt very much whether it would do so. By means of my plan there is the further advantage of being able to work the chambers wider.

3007. (*Chairman.*) What is the thickness of the vein on the horizontal line at your quarry?—About 20 or 21 yards, but it is not exactly uniform throughout the quarry.

3008. (*Mr. Jones.*) Your great disadvantage, I take it, is that you cannot get any large quantity of slates out of the quarry at one time—you could not work many chambers together by your system?—In our case that is no difficulty, because we have a run of about 2 miles on the vein. We are therefore differently situated in that respect to other quarries, but in certain cases that objection might arise. If it could be carried out, there would be the advantage of having the free bottom.

3009. So, really, your extension would be on the line of strike?—Yes.

3010. And not on the line of strike and depth?—Quite so.

3011. (*Mr. Evans.*) If you could work out the whole of the vein in that way, it would be very important commercially?—Yes, certainly.

Fig. 11.

Longitudinal Section of a Chamber.

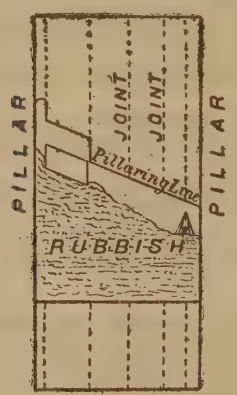
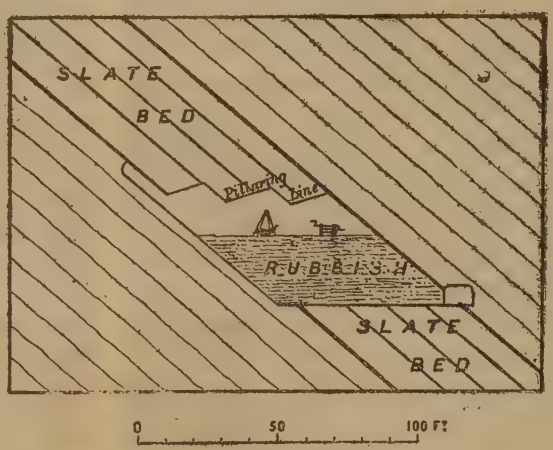


Fig. 12.

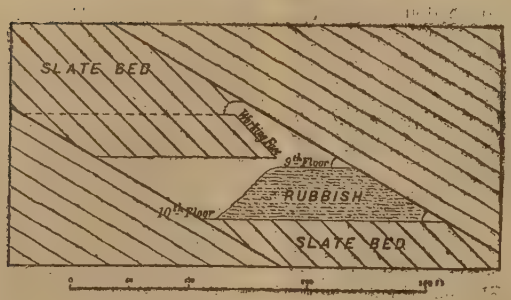
Cross Section of a Chamber.



Scale.

Fig. 13.

Cross Section of a Chamber.



Scale.

PLATE I.

Fig. 1.

Fig. 1.—Steps in a worked-out chamber of Llechwedd mine, for the descent and ascent of the workmen.

Trolley with a long block of slate upon it on the left-hand side, and two rubbish waggons on the right-hand side.

Photographed by Mr. J. C. Burrow, by magnesium light.

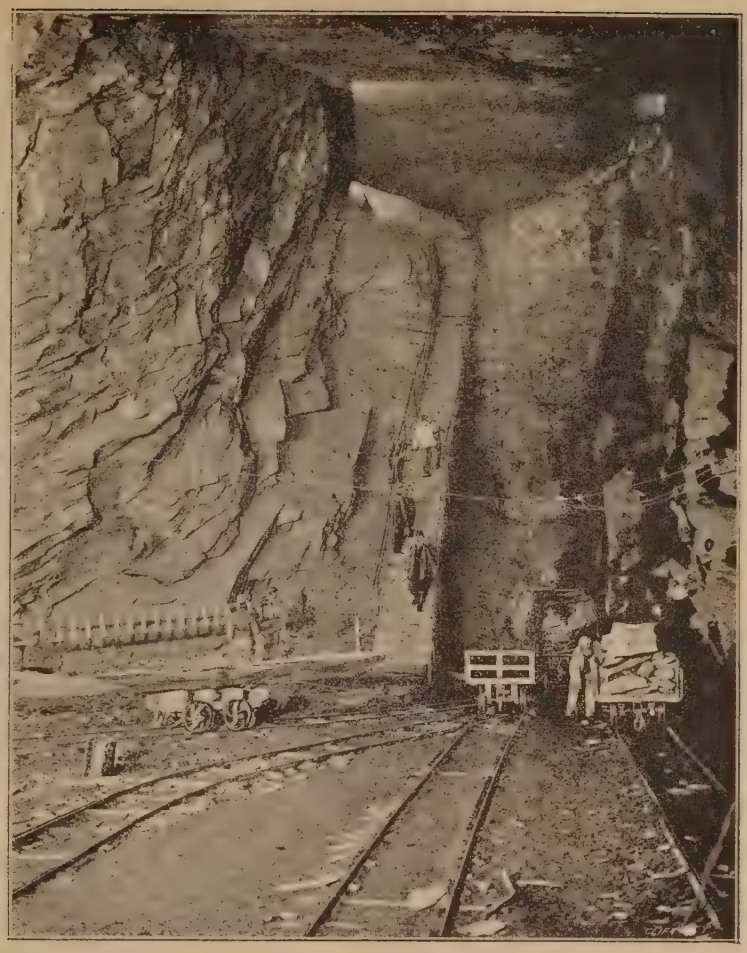


Fig. 2.

Fig. 2.—Splitting and dressing slate in one of the mills of Llechwedd mine. The man sitting on a piece of wood is splitting open a block of slate with a thin chisel, which had been previously driven in a little with a wooden mallet. The man standing up is "dressing" the thin sheets of slate, that is to say, he is cutting them into rectangular shape by means of the revolving blades of Greaves' machine.

Photographed by Mr. C. Warren Roberts.

FIG. 3.

FIG. 3.—Upper part of a working place at Llechwedd slate mine. The man on the right-hand side, supported by a chain round his thigh, is using a crow-bar to prize off a block of slate; the man in the middle is climbing up the steep slope by the aid of a chain, with a candle in his hand; the man on the left is standing upon a little stage made of two boards, resting upon two iron pegs, and is boring a hole with a jumper.

The manager is standing on the tram-road looking over the wire-rope fence at his men, and a trammer is pushing a waggon along the tunnel through the pillar separating this chamber from the next.

The tram-road is 50 feet vertically above the foot of the working face. If the workmen depicted were to slip, they would tumble and roll over a rough and rugged face of rock of nearly that height.

Photographed by Mr. J. C. Burrow, by magnesium light.

FIG. 4.

FIG. 4.—Bottom of a working place at Llechwedd slate mine. The man on the left-hand side of the picture is boring a small hole with a jumper in a block of slate lying on the ground, in order to put in the "plug and feathers" and rend it longitudinally along the "pillaring" line.

The man on the opposite side is holding the handle of a winch and is lowering a big block weighing about two tons, whilst the third man standing under the derrick [*crane*, Festiniog] is slewing it into a proper position for resting on the trolley. On the left-hand side of the picture is a tram-waggon used for removing rubbish.

Photographed by Mr. C. Warren Roberts, by magnesium light.

PLATE III.

Fig. 5.

Fig. 5.—Ladder, 86 feet long, erected in one of the chambers of the Oakeley mine in order to examine the roof, which was known to be insecure. The ladder is held in position and stiffened by the guy-ropes.

Photographed by Mr. J. C. Burrow, by magnesium light.

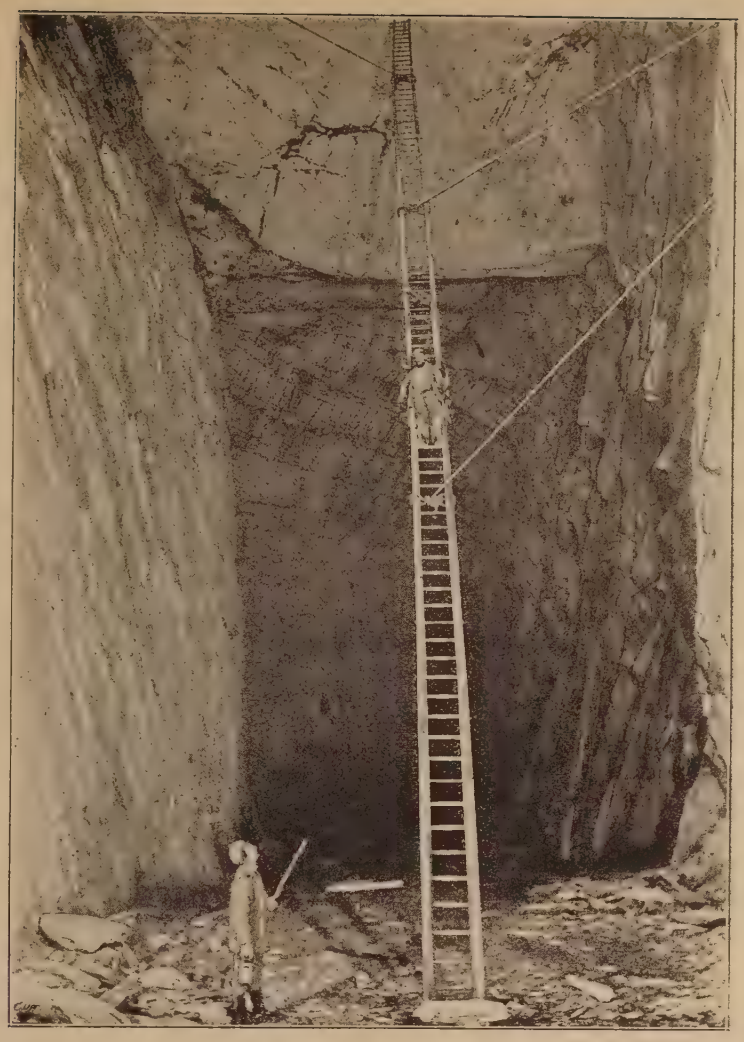


Fig. 6.

Fig. 6. — Ladders erected in one of the chambers of the Oakeley mine for examining a pillar [*wall*]. The men at work upon the ladders are engaged in taking down insecure pieces of rock.

Photographed by Mr. J. C. Burrow, by magnesium light.

PLATE IV.

FIG. 7.

FIG. 7.—Part of Votty and Bowydd slate mine, showing the appearance of the chambers and supporting pillars as seen from the surface.

Three sets of workings upon parallel beds of slate are shown one above the other.

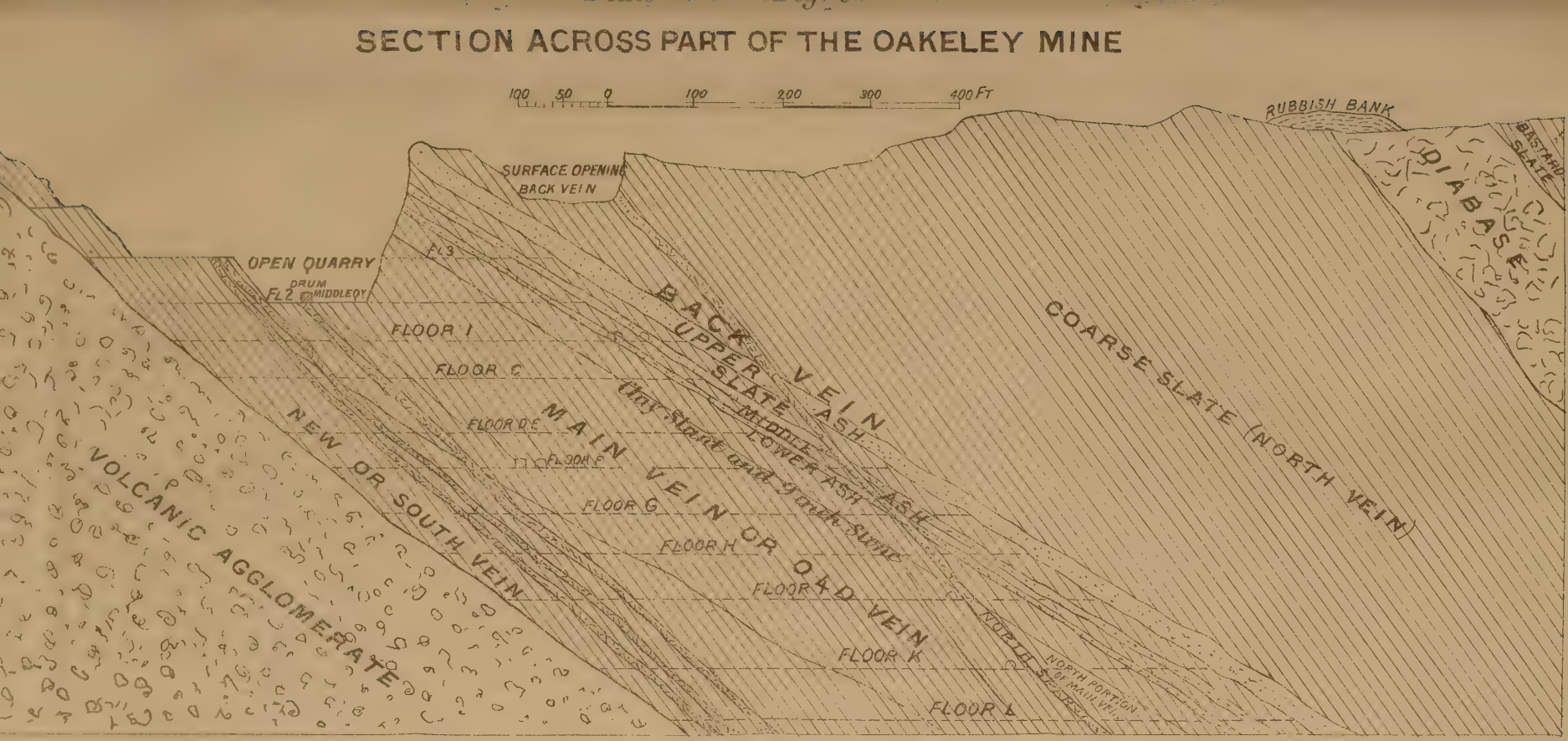
The straight line near the top left-hand corner indicates a long inclined plane for bringing down slate from another quarry.

Photographed by Mr. G. J. Williams.

FIG. 8.

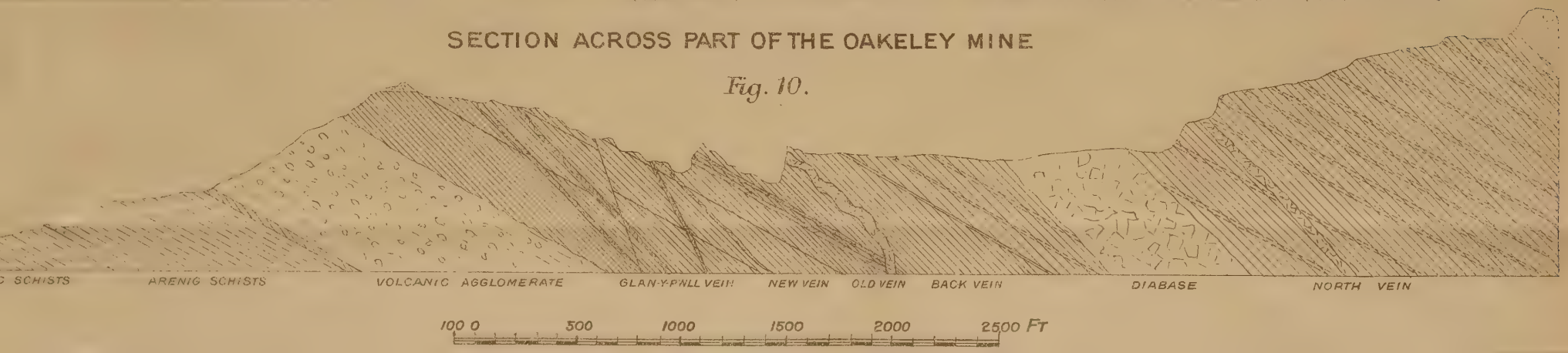
FIG. 8.—Mill at Llechwedd slate mine. The man using a hammer on the right-hand side of the picture is about to drive in a wedge and so split a large block of slate into slabs three or four inches thick. The man with the large mallet [*rhys, W.*] raised above his head is about to strike a blow on the edge of a slab and so break it across. The machines driven by belts are sawing-tables for cutting the slabs into lengths and giving an even edge for starting the splitting with the chisel.

Photographed by Mr. C. Warren Roberts.



SECTION ACROSS PART OF THE OAKELEY MINE

Fig. 10.



—SECTION ACROSS LLECHWEDD SLATE MINE.—

Plate VI.

Fig. 11.

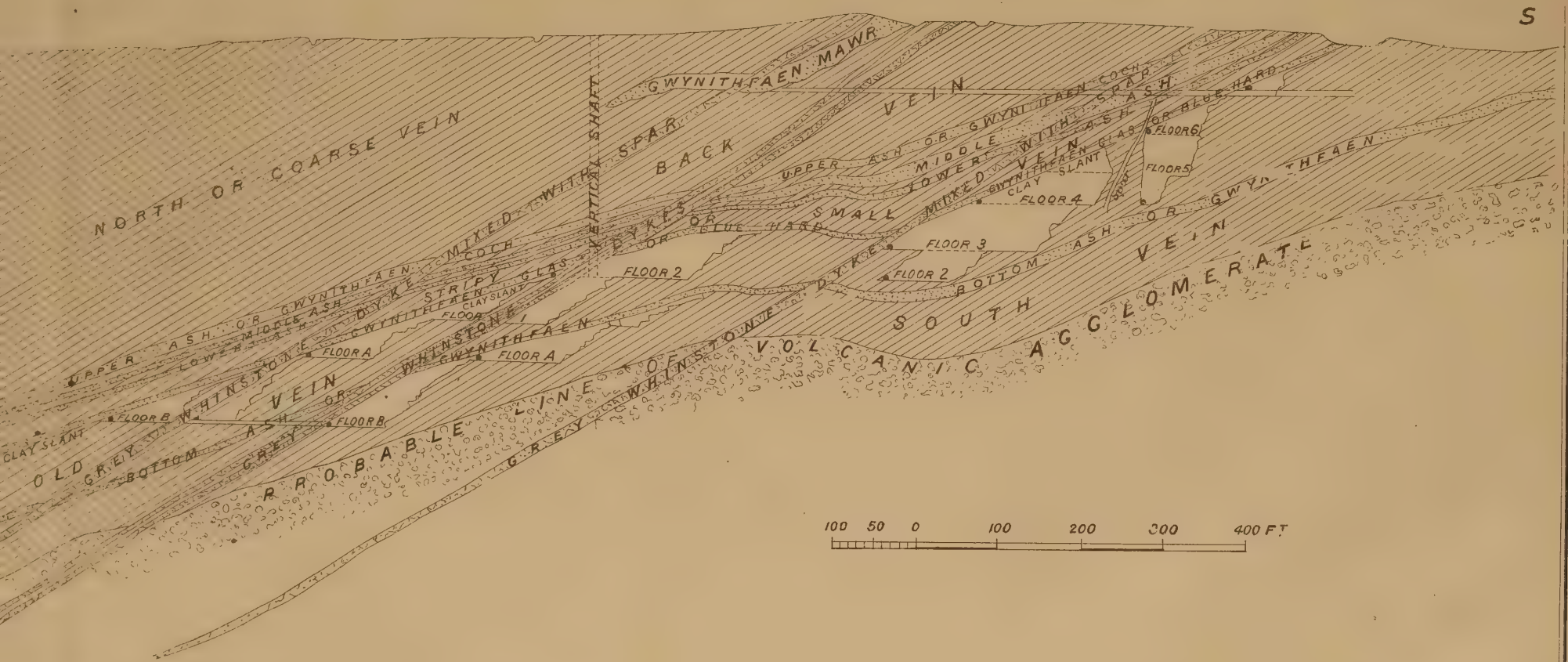
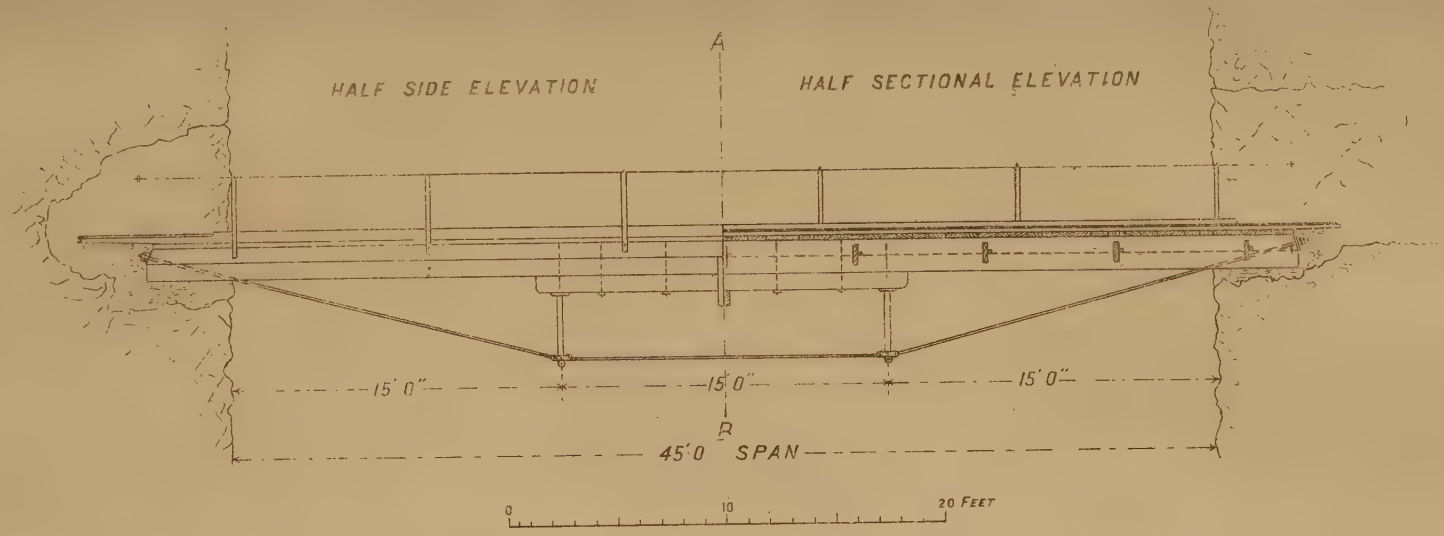
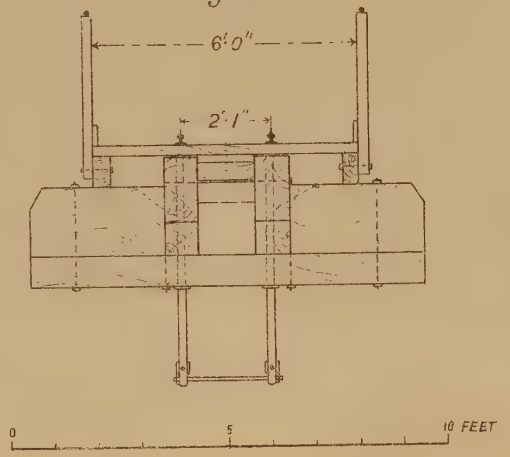


Plate VII. Fig. 12.



SECTION THROUGH A. B.

Fig. 13.



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Mr. Robert Roberts examined.

3012. (*Chairman.*) Where do you live?—At Groesffordd, Glanypwll.

3013. And what is your occupation?—I have been a rockman for the last few years.

3014. Where are you working now?—At the New Welsh Slate Quarry.

3015. For how many years have you worked there?—Three years to next June or July.

3016. And where did you work before that?—At the Oakeley quarries.

3017. I see you have written down several suggestions that you would like to make to us; would you kindly tell us what you have to say?—I have only a few general remarks to make with regard to what I have seen in the different quarries where I have been working. The first accident I remember seeing was a case where a crane fell upon a man because the bolt was not fastened at the top. The man was helping other men to work the crane. I would suggest that when men are working the cranes they should take particular notice how that bolt is before they begin to use the crane. With regard to crane accidents my experience is that they frequently occur because the men use pieces of wood under the blocks that are two thin and not strong enough; the result of using pieces of wood that are too weak is that when the men lower the blocks the wood breaks or slips, and the chain gives a jerk and the man is struck.

3018. Have you any suggestion to meet that class of accidents?—Proper pieces of wood of a certain thickness should be supplied to the men for the purpose, instead of their having, as at present, to use pieces of old sleepers which are very often rotten inside.

3019. (*Mr. Jones.*) What thickness would you recommend that those pieces of wood should be?—A piece of one of the old legs of the crane would do. There are plenty of those in some of the quarries, and they could be utilised without going to the expense of getting anything else.

3020. Is it within your knowledge that the old pieces of wood that you put under those blocks sink down into the ground?—Yes, they do.

3021. (*Mr. Jenkins.*) Do you mean the rollers that are put under the blocks by the "pieces of wood" that you have referred to?—Yes.

3022. And you suggest that the men should be provided with proper pieces of wood as rollers?—Yes, and that all the timber should not be cleaned away from the quarries so that there is nothing left for the men but old sleepers. They are only 3 or 4 inches thick, and when they sink a little into the ground there is no room to put the chain under the blocks.

3023. And they will not turn under the block?—No, they will not.

3024. (*Chairman.*) Have you anything else to say?—The handles of the crane should fit tightly and not be loose as they are in some cases.

3025. Do you mean that the handles should be fixed on permanently?—No, but they should be made a perfect fit. I worked at one time in place of another man where the handle was loose. The man in turning the handle was thrown over into the rubbish and he was injured. I also consider that trucks with only three cross-bars are dangerous for loading the blocks on.

3026. Do you suggest that there ought to be four cross-bars?—Yes, either four or two. Where there are three provided, the middle one should be taken away.

3027. (*Mr. Jones.*) Why do you suggest that the middle one should be removed?—When we put a chain on the block we try to fix it as near the middle as we can, and there is a tendency then for the chain to settle on the middle cross-bar, and when that is placed on the truck there is danger of it slipping.

3028. Is the cross-bar covered with a sheet of iron?—Yes.

3029. And that makes it slippery?—Yes.

3030. (*Mr. Evans.*) Are the bars across or lengthways?—There are three or four across.

3031. (*Chairman.*) Have you anything else to say?—I believe it would be advisable that there should be a rake to enable the men to clear under the block, so that men need not be under the necessity of using their feet and living afterwards without legs.

3032. Is it not a fact that there are rakes in some places at the present time?—I only know of very few.

3033. (*Mr. Jenkins.*) Who should provide these rakes in your opinion; is it not the duty of the men to provide them themselves?—It is every man's duty to look after his own life, and to consider how he can best perform his work without causing injury to himself. I have been working for 19 years underground, and so far I have not met with any accident. I have always been as careful as I possibly could.

3034. (*Mr. Evans.*) Do you provide a rake yourself?—I have one now, but it is one that I borrowed.

3035. Do you think it is the duty of the owners of the quarry to provide these rakes, or the duty of the men themselves?—I believe it is the duty of the men for their own safety and benefit.

3036. (*Mr. Jones.*) Should the rake go with the crane, or with the other tools?—With the crane, I should think. If I left the place I would not think of taking the rake away with me. I would leave it there with the crane, so that the man who came after me might have it.

3037. (*Mr. Jenkins.*) Therefore, he who provides the crane should provide the rake also?—I do not think one should be so particular as all that. The great thing is to get it.

3038. But upon whom would you place the responsibility of getting it, that is the question?—On the men who work with the crane.

3039. (*Chairman.*) Will you now tell us what you have to say about fuse?—I should like to know whether the man who supplies us with fuse cannot be put under the law, so that he can be made to supply us with proper fuse.

3040. Have you any complaints to make of the fuse that you get?—I have never been anywhere but that there were complaints about it.

3041. What fuse do you use?—They say it is made by the best makers. I forget the name.

3042. Is it a fuse with a double tape or a single tape?—It is fuse with single tape, but we have had all kinds of fuse. At certain times the fuse comes like a plague upon us—it is all bad fuse. The men are summoned before the magistrates in consequence of that; and what I should like to see would be the men who supply the fuse being made to appear before the magistrates at the same time.

3043. Why do the men have to appear before the magistrates in consequence of the bad fuse?—They go to the holes too soon to try to fire them again, and then they are summoned before the magistrates.

3044. They are summoned for re-opening the hole?—In the case of bad fuse, when the men light it, it may burn a short distance only, and then stop. Perhaps next time it may burn a little further.

3045. But why are the men summoned?—When we have good fuse we know that if the charge has not fired we ourselves are at fault, but when we have bad fuse we are apt to think that it has stopped burning, and we are tempted to go to it, whereas we would not go if it were good fuse.

3046. Do you think that the fuse suffers at all from being kept in a damp atmosphere?—Yes, a little, no doubt. It gets slower.

3047. And may it not fail altogether sometimes from that fact?—Yes, if it is kept long enough in a damp place.

3048. Then, may not the fault lie in the keeping of the fuse rather than in the fuse itself?—It cannot be a question of keeping it, because when the fuse comes out of the magazine at dinner time and all the men complain about it, when they worked right enough with the fuse they used before that, there must be something wrong with the fuse itself. It is under those circumstances that I want to have the makers of the fuse dealt with by the magistrates as well as the men.

3049. Then you have to complain that you have occasionally supplied to you bad lots of fuse?—Yes, it is pushed by the makers.

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3050. Forced upon the managers by the makers?—Yes.

3051. (*Mr. Jenkins.*) Are they taken in to be tried before they are bought?—I am not aware that they make any change in the makers. I believe that the firm which supplies the company with good fuse sometimes sends us bad fuse.

3052. So that it is not a case where bad fuse is taken because it is cheaper?—No, I do not say that.

3053. (*Mr. Jones.*) What do you pay for your fuse per coil?—I forget now what the price is.

3054. (*Mr. Evans.*) Do you always pay the same price for it?—Yes, the bad fuse costs the same as the good.

3055. (*Mr. Jones.*) You complain as to Rule 32, which states, "If a hole has apparently missed fire, no per- "son shall be allowed to go near it, except in a case "of emergency, until after the lapse of an hour at the "soonest." Is that you complain of?—Yes. What I say is that the men are tempted to break that rule because of the bad fuse that is supplied, whereas they would not be tempted to break it if the fuse were good. If the fuse could always be relied upon, the men would not think of going to the hole as they do now.

3056. (*Mr. Evans.*) Have you been complaining to the officials of the quarry about the supply of bad fuse?—Yes, I have. The complaints are like an epidemic—they spread through the quarry.

3057. And does the epidemic disappear after the complaints are made?—They go to some of the other quarries to borrow some good fuse until they get good fuse themselves. I believe they do all they can.

3058. (*Chairman.*) What is the next thing you have to tell us?—The men get candles which have such a bad smell that they cannot eat at dinner time.

3059. And what do those candles cost per pound?—They vary. At the Oakeleys they take them for a year at a fixed price. I have seen as much as 7*d.* per lb. being paid, and I have seen them being supplied at 3½*d.* or 3¾*d.*

3060. Who agrees on the price?—The company.

3061. Suppose the company supply bad candles, are you not allowed to buy your own candles and to use them?—Yes, but I feel that it is difficult for me to get good candles if the company fail. The bad candles are also dangerous to life. Evidence has been given before the Committee as to the distance at which we are allowed to place our candles when we re-charge. In these bad candles the grease collects in a pool at the top, and that bursts, with the result that sparks fly about in all directions. That is, of course, very dangerous where there is powder anywhere near, and it might very easily lead to an accident. As a rule we get good candles, but at times these poor candles make their appearance. I should like to see the people who supply these candles prevented from doing so in some way, inasmuch as they are dangerous to life.

3062. What else have you to say?—I consider that one man should be set apart in every quarry to see that the ladders and ropes are kept in a good state of repair.

3063. (*Mr. Jenkins.*) Do you mean by that a man under the company?—Yes, a man who is not to take a bargain or any other work in the quarry. His duty should be to see that the ladders are safe, and he should be compelled to try them first of all himself, so that he may ascertain in that way whether or not they are safe for other men. I do not mean that a man should be kept entirely for that work and nothing else, but that he should not take any contract in the quarry, so that he may have plenty of time to attend to the ropes and the ladders.

3064. Do you mean the ropes and ladders used to inspect dangerous places?—Yes. When four or six men, more or less, have to use the ropes and the ladders, say this week, and afterwards put them by, and other men have to use them next week, the latter are unable to say what strain the ropes and ladders have had to undergo the previous week, and therefore they cannot properly say what condition they are in.

3065. Then your suggestion is that the same men should follow them always?—What I suggest is that there should be one man at least who would always be with them. The stronger of the two ropes, if there is one stronger than another, should be put to support the ladder, and the weaker should be used as a guy rope.

3066. (*Mr. Jones.*) Do you know that at the Oakeley quarries they always take a new rope every time they go up with the ladders, and if that is so, would that meet your views?—No, I do not think it would meet what I say, because I am referring to the ladders as well.

3067. But would it meet your views as to the ropes?—For my own part, I would trust a rope which had been used once quite as much as a new one, because it would have stretched what it would stretch.

3068. (*Mr. Jenkins.*) It would stretch under the strain?—Yes.

3069. And would it not be weaker by reason of that?—No.

3070. You think it would not be less reliable?—No. I have been at the Oakeley quarries when the same ropes were used two or three times with the ladders, and I considered they were quite safe.

3071. Do you raise very long ladders at your quarry?—I have been raising two in our quarry.

3072. Of what lengths?—Seven yards and 10 yards.

3073. That would make 17 yards?—It is not a high place.

3074. They would make 17 yards?—Yes, the two tied together.

3075. Would 17 yards be the longest you would have?—Yes, the longest I have seen was about 17 yards.

3076. (*Chairman.*) Have you anything else to say?—I consider that a man who works in a chamber where there is dangerous rock should be present with the man or men who inspect the chamber.

3077. (*Mr. Jenkins.*) Upon which of those men would you put the responsibility of making the place safe?—On the man who works in the chamber.

3078. And not on the man who usually removes the dangerous parts?—No.

3079. Therefore you put the responsibility on the least experienced man?—No man can know a place better than the man who works there.

3080. But to raise ladders and to work upon them is not the usual work of the man who works in the chamber?—A very inexperienced man may climb up to see what kind of a place he has to work in, considering that he has the rungs of the ladder to take hold of, and two hands and two feet to go up with.

3081. (*Mr. Evans.*) But there are many men who cannot go up a high ladder and stand there and work there, and yet those men may be good men on the face of the rock?—Yes, but there are many men who can climb to the top and tap the rock to see whether it is sound or not, although they may not be able to work on the top of the ladder.

3082. (*Mr. Jones.*) You mean to say that a man who is fit to work on the face of a rock ought to be able to go up to the top of a ladder to see the place, if it is necessary for him to do so?—Yes.

3083. (*Mr. Jenkins.*) Are you engaged as a rockman, or to remove the dangerous parts?—As a rockman.

3084. Do you sometimes work on the ladders?—Yes, I have been doing so at times, when I thought that my own place was dangerous, but I have never been to anybody else's place.

3085. Is it a fact that the pillars are worked in your quarry?—They say that some of the pillars come down themselves owing to the "bevels."

3086. Do you know that bargains are set to cut the pillars?—I know through being told by the man who works with me, and who is an old experienced man in the quarry, that there are some chambers in which the pillars come down of themselves, and men have been there working at the rock that comes down in that way, but it is very little that I know of the matter myself.

3087. What kind of a roof is there?—I have been looking up at it, and from its appearance it looks quite as safe as the ceiling of this room, but what it would turn out to be if one were to tap it and to test it I cannot say.

3088. Have you been working in a pillar yourself?—Yes, I have been cutting a piece of a pillar in the Oakeley Quarry. I was straightening it, and I commenced straightening one at the New Welsh Slate Quarry.

3089. Was it you that went into the bargain after Richard Owen?—No, that was Griffith Roberts. That was before I went there.

3090. Was he a brother of yours?—No, he was not.

3091. (*Mr. Evans.*) Have you come here to represent any body of workmen, or do you represent yourself only?—I have read a little of what has appeared in the newspapers, and I understand it is rumoured outside that men are not very willing to come forward to give evidence from our quarry. I then decided to come forward. I do not value my employment so much as that, because if I cannot get work in one place I can get it in another, so that it comes to the same thing.

3092. But are you here as representing any body of workmen, or as representing yourself only, or someone else?—Mr. Owen, the manager, asked me whether I had heard that anyone was coming forward to give evidence from our quarry. I said there were rumours that the men at our quarry were afraid to give evidence before the Committee, and I asked him why he did not send someone here. He afterwards happened to pass by, and he asked me whether I had any objection to come, and I replied that I had none whatever.

3093. (*Mr. Jenkins.*) You have said that you read the newspapers a little; have you read the suggestions that have been put forward by the men in the course of this inquiry?—I heard some suggestions here to-day.

3094. And did you read the suggestions that were made by the men at the previous sittings?—Yes.

3095. Do you approve of those suggestions?—I am not able to go through them all now. I approve of some of the suggestions, but not of the others.

3096. Do you approve of the suggestion that a man be appointed in every quarry to see that the roofs and the sides of the pillars are made safe, and to examine such places minutely?—I should recommend that the agents or Dr. Foster should fine anyone who has left anything dangerous in the sides of the pillars.

3097. But how would you know that a thing is left unless you examine the place, or some man under the company did so?—There are the joints and so on, and it is not easy to judge whether they are the work of man or the work of the Almighty at the Creation.

3098. What about raising ladders to find out whether the place is safe or not?—In some places, where there is any doubt about it, it would be very advisable to raise ladders. I worked at one place in the Oakeleys, where lumps came down continually. They raised a ladder to examine the place, but they could not detect anything, and it seemed quite safe. A pillar which seemed quite safe and solid came down, whilst another pillar close by which was thought to be quite rotten, remains to the present day. There is a good deal of mystery in these matters. I should like to say that, as a matter of fact, I have had every facility and opportunity given to me at the Oakeleys and the New Welsh Slate Quarry to examine everything that I thought was dangerous.

3099. Do you think that things are left by the men sometimes, in consequence of their own negligence?—Yes, I believe that is the case sometimes.

3100. And you do not believe that it is the duty of the managers to see that that is not done?—Yes, it is, as far as they can.

3101. Another suggestion which was made, was to the effect that walls should be erected in all disused levels instead of fencing, as at present; do you approve of that?—I have seen walls erected in that way at the Oakeleys, and the men pulled them down afterwards. I take that to imply that the men do not approve of the walls, and that they prefer the fencing.

3102. But could they not be prevented from pulling them down?—It would be a very difficult thing, I am afraid.

Mr. JOHN JONES examined.

3103. (*Chairman.*) You are a rockman?—Yes.

3104. Where do you live?—At Brynhyfryd, Croesor.

3105. How long have you been a rockman?—For about 33 years.

3106. You are employed at the New Welsh Slate Quarry?—Yes.

3107. And how long have you been there?—I have worked altogether about 20 years.

3108. At the New Welsh Slate Quarry?—Yes.

3109. You have said in your letter that you would tell us what you consider is the best way of preventing accidents?—Yes.

3110. Would you kindly do so?—I think a great many accidents occur owing to the carelessness of the men themselves. I shall be glad to answer any questions. A great many accidents also happen owing to those who work on the rock being unskilful.

3111. Can you suggest any means of preventing these accidents?—Experienced men who work on the rock leave things undone, and allow others who are inexperienced to go up the rock to examine them, whereas the experienced men ought to do that kind of work themselves.

3112. Have you anything else to tell us?—There are a great many things connected with those. I consider it is our own fault if we leave dangerous things in the pillars. When we take a bargain we ought to consider the interests of the master and our own safety, and also the safety of those who come to work after us.

3113. (*Mr. Evans.*) Have you any suggestion to make to us about the working of the rocks in general?—My belief is that there are not sufficient men of experience employed to work there. The employers are often too lenient, and they give work to men who are inexperienced, or who have had but little experience in the work of cutting the rock.

3114. What do you mean by an "experienced" man?—During all the years that I have been working I have not met with any accident, nor has anyone who was working with me. I always take every possible care in every part of the work. When they go to blast I see to it myself, and if there is any suspicion that there is anything dangerous in the rock, I attend to it personally, I do not leave it to anyone else, unless he is a thoroughly experienced man.

3115. What time do you think it will take an ordinary workman to become a practical rockman?—It will take years.

3116. But how many years?—Of course, some men learn much quicker than others.

3117. But I spoke of an "ordinary" workmen?—I should think it will take him three or four or five years perhaps. I have been at it long enough, and I am learning even now.

3118. You do not consider that any man should have charge of a bargain unless he has had at least four or five years' experience?—Of course there are exceptions. Some men are of no use even after they have had five years' experience, so that it is impossible to draw a hard and fast line.

3119. Such a man as that may never become experienced?—Yes, that is so. He may never become capable of pulling down a rock, and to have a rock entrusted to him. Other men, on the other hand, will become experienced in less time than that.

3120. (*Mr. Jenkins.*) Have you seen the suggestions put forward by the committee of workmen before this Committee?—No, I have not read them.

3121. Would you approve of a man being appointed by the owners to inspect the sides of pillars?—They can do as they like as to that, but I consider it is my duty to see that everything is safe in the place where I am working. The agent may come by and look at it, but as he has to look at it from a distance he cannot tell very well, and I think it is my duty to see to it.

3122. The suggestion was that the place should be examined thoroughly by a man under the company—that the sides of the pillars should be inspected minutely—would you approve of that?—Yes, I would approve of it, but for my own part I do not see that there is anything special calling for it. It is only what a prudent agent would do now.

3123. Is it within your experience that the manager goes to a place at present and tests it with the hammer?—No, it is not, but I have seen Mr. Andreas Roberts do that. He used to go to the rocks to test them.

3124. That was only done occasionally?—Yes, he used to do it when he came to let the bargains.

3125. Do you think it would be an improvement to have a man to see that every place, before it gets out of reach, is left in a proper state?—It would, if there is

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anything left which would endanger the men who work there afterwards; but I do not see the necessity for it when the agent asks the man who works there, who is a practical man, whether there is any danger. He should report it.

3126. Is it not a fact within your knowledge that practical men do not always do their duty in that respect?—They are not honest men if they neglect that duty. If there are men of that class, they are deceivers.

3127. Would you put upon someone the responsibility of seeing that these men do their duty in order to guard against accidents in time to come?—I have nothing to say against that.

3128. Would you approve of a periodical inspection being made over the whole of the quarry?—I think it is impossible to do that, unless a man possessed wings.

3129. And you are not in favour of suggesting anything impracticable?—No.

3130. You say it is impracticable to inspect the whole of the quarry periodically?—Yes, it is, unless there has been a fall, or something has come down.

3131. Then if something comes down you would inspect it thoroughly?—Yes, and I have never yet seen an agent who would not do that after anything of the kind, if he were told of it.

3132. Is there sometimes a tendency on the part of the men not to inform the manager or agent when something comes down?—I am not aware. I may say that if I knew of anything I would inform them of it at once. It is very easy for them to go and see if there is anything coming down. Perhaps we as workmen do not always do our duty in that respect.

3133. For how many hours do you work underground?—From bell to bell.

3134. And how long is that?—In the summer it means from 7 in the morning to 5.30 in the evening.

3135. And do you go out for dinner?—Yes.

3136. So that would be 10 hours?—Yes.

3137. And how much is it in the winter?—From 7.45 to about 5, just as the day happens to be.

3138. Your whistle blows in the morning at 7.45 just now?—Yes, or earlier, as the day gets longer.

3139 Therefore you do not follow the whistles at this side?—It is too dark sometimes when the whistle goes, and no one can work unless he takes a candle.

3140. So that really you follow the day?—Yes.

3141. Taking the year all round, and especially in the summer time, do you consider the working hours too long or too short?—I very often find the day too short for me to do the work I want to do. My great object is to get money for doing the work.

3142. What do you think is the effect of long hours underground on the health of the workman?—I do not know. I believe I am very healthy myself, and I have always been so.

3143. Do you see much daylight at this time of the year?—No, I do not see any scarcely, except a little about Sunday.

3144. Therefore you practically live underground?—Yes, I am there most of my time.

3145. And in the dark?—Yes.

Mr. D. W. Jones.

Mr. David W. Jones examined.

3146. (*Chairman.*) Where do you live?—At Maesgwyn, Penrhyndendraeth.

3147. And you are a rockman?—Yes.

3148. How long have you been a rockman?—I have been working at the Cwmorthin Quarry. I have been away from there off and on, but I have been there altogether for about 26 years. For the last 13 years I have been there continuously without leaving.

3149. Will you give us your experience with regard to the possibility of preventing accidents; can you offer any suggestions as to the preventing of accidents, or improving the health of the men?—I thought of referring to one matter, but it has been nearly exhausted by the previous witnesses. The cranes are what I wanted to refer to.

3150. How would you suggest that they should be improved?—There is one thing that has not been referred to, and that is the desirability of preventing the crane from striking the man who is at the handle. I do not know how that can be managed.

3151. Do you find, as a rule, that this happens when the block is being lowered?—Yes, I know of one case in our quarry, but I do not remember the month or the year that it took place. A piece of wood was placed edgeways under a block, and when the block was put on it the wood turned, and the crane gave a jerk and struck the man, and he died in consequence.

3152. How long ago was that?—I forget the year.

3153. What was the name of the man?—Robert Davies.

3154. That was in 1875. His skull was fractured by being struck with the handle of a crane, and he died nine days after the accident?—Yes, that is the case I am referring to.

3155. Have you anything else to tell us about the cranes?—I am of a different opinion to the previous witness respecting the pieces of wood to put under the blocks. I would prefer them square rather than round. We have to lift the block up a little bit, and there may be a tendency in a round roller to give way with the block.

3156. So you prefer a square block of wood to a roller?—Yes.

3157. What else have you to say?—Another matter that I should like to refer to is the prevalent opinion that the Cwmorthin Quarry is more dangerous than other quarries.

3158. (*Mr. Jenkins.*) Do you say that it is more dangerous than other quarries?—I think I would say that, as far as my knowledge of quarries goes, and as far as I have inquired.

3159. Would you attribute that to natural causes?—Yes, that is my opinion.

3160. And to nothing else?—I would not attribute it entirely to natural causes. In some cases accidents have taken place owing to a larger number of inexperienced men being taken on there than is the case at other quarries, and loose things may have been left in the rock above which might have fallen afterwards and caused accidents.

3161. In what part of the quarry do you work—do you know anything about the place that was mentioned here this afternoon, floor B., south sink?—No, I do not know anything about that. I am working far from it.

3162. Do you know that pillars are worked there?—I do not know minutely, so as to give fair evidence about it.

3163. What is your opinion; would you make a rule or a law to prevent pillars being cut beyond a certain limit?—They should not be cut below a certain limit, except where a chamber has been worked, or part of a quarry has been worked, and they do not intend to work again. In that case a portion of the pillar might be cut down, if they think it safe to do so, but not in any other case.

3164. So you would put that to depend on circumstances?—I believe that if, judging from circumstances, they think that a portion of a pillar might be cut, it might be done.

3165. To whom would you leave the deciding of that question?—To the man who intended working there.

3166. You would not allow the inspector of mines to have any hand in it?—No. I would rather trust my own practical experience than rely upon anybody else.

3167. But to whom would you leave the responsibility of deciding whether a pillar, or part of a pillar, could be cut away?—I think the man who is to work there would be the most likely person to know how much of the pillar to cut.

3168. Does not cutting the pillar weaken the top?—Yes, it does, and I do not believe in cutting them down except when that part of the quarry has been worked out. If a man thinks two yards can be cut off, then it might be done.

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3169. Have you been working in coal mines?—Yes.

3170. They are worked under more stringent rules than slate quarries, are they not?—Yes, they are, but in coal mines they take all the coal away and leave no pillars.

3171. But there are frequent sources of danger there?—Yes, from fire-damp, and so on.

3172. Would you make the rules in slate quarries similar in stringency to the rules in coal mines?—Yes, with this exception: that the man who is best able to know of things in a slate quarry is the man who works in the place. It is different to a coal mine in that respect. Anyone used to coal mines can tell in the coal mine when there is gas there, but in the slate quarry an experienced man who works in the chamber would be the most likely man to know all about that chamber.

3173. Do you know that the principle that runs through the Coal Mines Act and the Metalliferous Mines Act is that the responsibility rests with the owners?—Yes, if they neglect to do anything which pertains to them.

3174. Are they held responsible for the enforcement of all the rules and the requirements of the Act?—Yes, they are.

3175. And do you approve of that?—Yes, and the same with regard to the quarries. If we do anything that is not right, I think we ought to be properly looked after and made to keep the regulations as strictly as possible.

3176. Which do you think is the healthiest to the men who work there—a coal mine or a slate mine?—It is difficult for me to give a definite opinion on that point. I only worked for five or six years in a coal mine.

3177. In which of the two do most accidents occur?—I cannot say. I have not looked at the statistics.

3178. (*Mr. Evans.*) As to the cranes, you said there should be something to stop the cranes when men are absent-minded, to prevent accidents happening; what would you recommend?—As I am not an inventor, I cannot suggest anything in that direction.

3179. Have you seen any cranes with what is called a "ratchet-wheel" upon them, which stops them within an inch or an inch and a half?—Yes, I worked with a winch which had a pawl to prevent it turning back.

3180. Do you think that something of that kind would work on the quarry cranes?—Yes, I believe it would. Three men have been killed at the Cwmorthin Quarry within the last 10 or 12 years from accidents with the cranes.

3181. Did these accidents occur when the crane was stopping or winding or lowering?—One of them happened in lowering, and another in winding. I do not remember now what was the cause of the third.

3182. Do you think that the accident that happened in winding the crane could have been prevented if the crane had been supplied with a pawl?—Yes, I believe it could have been avoided in that way. If anything could be invented to follow the cog-wheels as they turn it would be very useful.

3183. You consider it an important question, and that the Committee should be pressed to recommend something of that kind?—Yes, I would strongly recommend that something of the kind should be supplied if possible, as many accidents of the kind have occurred which have not been fatal.

3184. (*Mr. Jenkins.*) Have you seen cranes with worms on them at all?—No; I have not.

3185. Therefore you cannot say whether the men will take to them or not?—No; I cannot say; but I would like to see some improvement brought about in that respect.

3186. What is your opinion about the length of the working day underground?—It is rather long at present, in my opinion.

3187. Would you prefer shorter hours?—Yes, indeed; a little.

3188. And do you think that is the general opinion of the workmen?—I cannot say that; but as far as my experience goes I am tired half-an-hour or more before the time for leaving off, if I have been working very hard.

3189. (*Mr. Evans.*) What do you consider the length of the working day should be?—If we could reduce it by an hour a day it would be a great improvement.

3190. And what would it be then?—It would be nine hours then.

3191. You include the dinner hour in that?—I would like to reduce it to nine hours, and that to include the dinner hour.

3192. (*Mr. Jenkins.*) So that practically you advocate an eight hours' day?—Hardly; if that means working eight hours on a Saturday.

3193. (*Mr. Jones.*) Do you mean that you hardly approve of it if it is to be an eight hours' day all the year round or what do you mean?—I would rather shorten it to nine hours a day; but that we should work on Saturdays for the same time as at present.

3194. (*Mr. Jenkins.*) But you would approve of 48 hours a week?—That depends on how they would be divided; I do not at all approve of working eight hours on a Saturday.

3195. Are the chambers worked through from the clay-slant to the "hard"?—Yes, sometimes.

3196. Do you know of any chambers that are not worked so?—There are many which they have only worked for one, two, or three thicknesses.

3197. And then they stop?—Yes.

3198. Have they re-opened in another part of the vein?—I do not know of any.

3199. Do you know of any chambers opened in the middle of the vein?—There are some which were opened a long time ago, but they have stopped working them now for some time, with the exception of one.

3200. What were the roofs in those cases?—A whinstone dyke.

3201. But you do not know of any with a slate roof?—Yes, there are some of that kind, where there are faults, but those are narrower by 2 or 4 yards.

3202. Are those less safe than the others?—Yes, they are.

3203. (*Mr. Evans.*) Are you working in one of those yourself?—No, I am not.

3204. Have you been working in them at all?—No, I have not, except perhaps for a day or two now and again instead of somebody else.

Mr. Evan Hughes examined.

Mr. E. Hughes.

3205. (*Chairman.*) Where do you live?—At 5, Walter Terrace.

3206. Are you a miner?—Yes.

3207. And how long have you been a miner?—For about 25 years.

3208. Where have you worked principally as a miner?—At the Maenofferen Quarry mostly. I have been there now for 18 years without leaving there.

3209. What suggestions do you want to make to the Committee?—For one thing, I should like to be allowed to have more powder than we are able to get at present.

3210. Has the manager of your quarry ever applied for an exemption?—I do not know that he has.

3211. Have you ever asked him to apply for an exemption?—We asked him to allow us to take more powder, but he said he could not do so as things were then.

3212. But if you are working as a miner do you require very large quantities of powder or do you require as much powder as a rockman?—Sometimes there are two of us working and sometimes four, and we can only get 4 lbs. of powder from the magazine and that is not enough for us to go on with our work.

3213. But why do not you each take down one canister of powder?—We are not allowed to have them. We are only allowed to take 4 lbs. Sometimes we work at night and have only 4 lbs of powder, and very often we put 1 lb of powder in a hole and it will not blast and we have to charge it again, and then we will not have powder enough to go on with our work.

3214. (*Mr. Jenkins.*) Would you have any objection to go under the special rules which are in force at the

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Oakeley, Llechwedd, and Cwmorthin quarries?—No, none whatever.

3215. (*Chairman.*) Is there anything else that you have to say?—We as miners never use anything but wooden stampers.

3216. (*Mr. Jones.*) What explosives do you use?—Gelatine and dynamite.

3217. (*Mr. Jenkins.*) Are we to understand that 4 lbs. of gelatine is too small a quantity?—Yes, it is. On many occasions we ought to have 8 lbs. or 12 lbs.

3218. Would you use that quantity in one stem?—Yes, on many occasions I could have used that quantity and used more than that even.

3219. (*Mr. Jones.*) I suppose that would depend on the number of men you have in the gang?—Yes, and in cases where we have to remove something from overhead.

3220. (*Mr. Jenkins.*) You miners never use gunpowder there?—No, we do not. I believe it is much safer to have the powder in 25 lbs. or 50 lbs. kegs in the magazine than to supply it in the bugles as at present.

3221. (*Chairman.*) Have you anything else to say?—I think I ought to say a word about the removing of dangerous parts from the roof, as I have been engaged in that work during the last five years more than any other man in the quarry. If there is anything dangerous in that way we are informed of it, and I am sent there with other men for the purpose of removing it.

3222. Do you think the present system in that respect is sufficient?—Yes, I believe it is, so far as it goes. I do not think that miners, as a rule, ought to be removing these dangerous things, but that the men who work the chambers should be there as eye-witnesses, so that they may see what is left there.

3223. Are they not present when you do this work?—No, not always.

3224. Are they generally there?—Yes, they are, very often.

3225. Why are they not there always?—I cannot say anything about that. Perhaps it is because they do not like to go to the work. They know it has to be done as well as the men who have to do it.

3226. Do you mean that they do not like to go up the ladders?—Many of them cannot go up, but there are others who can go, but they will not do so. They prefer to keep clear of the place.

3227. (*Mr. Jenkins.*) Is it the rule that this sort of work is entrusted to the miners in your quarry?—Yes, most frequently.

3228. Do you think they are more capable of doing that work than the rockmen are?—No, I do not think they are. I believe a rockman can do it quite as well as a miner. The rockman is quite as experienced in sounding the rock as a miner is.

3229. And is he not more experienced in climbing?—Yes, with chains he is.

3230. And with ropes as well?—Yes.

3231. What is your mode of carrying out the operation of removing loose parts of the rock?—We get a light, and go about the thing as well as we can before raising a ladder.

3232. What kind of a light do you use?—Paraffin on cotton waste.

3233. You make a kind of a torch?—Yes. We have a rod about four yards long, and we fix it at the top of that.

3234. Can you see to a good height with that light?—Yes, from 12 to 13 yards.

3235. (*Chairman.*) Do you think that is as good as the Wells light?—I have never used the Wells light, and I cannot therefore say anything about it.

3236. (*Mr. Jenkins.*) But you have seen it?—I have seen a lamp at our quarry with something like the electric light.

3237. (*Chairman.*) Was it a lamp with magnesium ribbon?—Yes.

3238. With a reflector?—Yes.

3239. So that would not be a Wells light?—I do not know what they called it.

3240. (*Mr. Jenkins.*) How long did that last—the light that you saw?—It did not work well then. It lasted for 5 or 10 minutes or so.

3241. Would it not be preferable to have a strong light to continue permanently?—Yes, it would be much better.

3242. How long are the ladders that you raise in your quarry?—We have not been raising long ones in our quarry, perhaps about 13 yards.

3243. Your quarry is not a very dangerous one, I suppose?—No, I do not think it is. The best thing that can be done with chambers is to work them carefully while the rock is under one's feet.

3244. When you were inspecting pillars in that way, did you find much loose rock which had been left there owing to the negligence of the workmen?—In some cases I have seen things left which ought to have been removed.

3245. And you could not find the offender?—I do not know whether he could have been detected at that time or not.

3246. It might have been left there for a long time?—Perhaps.

3247. And have you any suggestion to make with the view to putting a stop to that sort of thing?—Yes, I would suggest that the pillar should be seen to. There is a great difference in that respect between different men. Some men leave them so that there are no loose pieces about.

3248. Would you like to have some means of compelling every man to do that, to cut the pillars clean?—As far as I am aware, they do that at our quarry, and they are warned by the agents to do so.

3249. Are any steps taken at your quarry to see whether the men do that or not?—I believe they look at it pretty often.

3250. From where do they look, from the bottom of the chamber?—If it is not too high.

3251. No other means are used?—I know of no other means, but if something happens to fall down from a pillar they raise ladders there.

3252. Would you approve of periodical inspections being made, whether things fall down or not?—It depends on how you have left the place; if you have any suspicion about it, it ought to be examined, I should say.

3253. Are you of opinion that a record ought to be kept of what condition it is left in?—Yes, I am. I consider that there should be an inspector under Dr. Foster, as his district is so extensive, and he cannot come here often in consequence of that. The sub-inspector ought to be a man who has the name of each floor, and the number of each chamber in the floor, so that he may visit each place often.

3254. Supposing that no inspector could do the work you are suggesting now, would you require the management to appoint a man to do it?—Yes.

3255. It is your strong belief that much of what falls from the sides of the pillars is due to the negligence of the men, and that if they were worked properly much of that might be avoided?—I believe that that is true in many cases.

3256. (*Mr. Jones.*) With regard to your suggestion as to an inspector, you have told us that you are yourself engaged upon this kind of work, taking down dangerous things?—Yes.

3257. If another man were appointed to look after those things, would you be more inclined to obey his orders than you are to obey the orders of your present masters?—I would have to obey, if he was an experienced man.

3258. But is it not so now, are you not obliged to obey at present?—Yes, we obey the rules as far as we can.

3259. You have had charge of this work of removing dangerous things for the last five years?—Yes.

3260. Supposing you had kept notes of the work you have done every day during those five years, would not that be a sufficient record of the state of the bargains such as you suggest the inspector should keep in a book?—Yes, it would just amount to the same thing.

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3261. (*Mr. Jenkins.*) Would that include the whole of the quarry?—No, it would only include the places where I had been.

3262. And you want a record to be kept of every place in the quarry?—Yes, a record of the places that you have any doubt about them.

3263. What you complain of is that no means are taken to enforce this provision of compelling every man to see that the sides are safe?—Yes. If there was a man of that kind he could take that work up.

3264. (*Mr. Jones.*) If you were to appoint an assistant inspector under the Government, and got a satisfactory report from him upon a chamber or roof, and next day an accident happened in that very place, upon whom would you fix the responsibility for that accident?—I cannot answer that question. Things happen in a quarry and you do not know upon whom the responsibility rests.

3265. Would you not be introducing three different parties to be responsible for one accident?—No, I do not think so.

3266. (*Mr. Jenkins.*) You do not want to lessen the responsibility of the workman himself?—No, I do not. I want the responsibility to rest upon the workman as well as the master.

3267. But if an accident did occur after the servant of the company has approved of the place the responsibility in that case would rest with the employers?—Yes.

3268. Is that the spirit of the present Act of Parliament?—Yes, it is.

3269. And is it a sound principle?—I cannot say anything about that. I ought to say that at the disused levels in our quarry they erect walls instead of fencing.

3270. (*Chairman.*) Right up to the top?—No, not quite up to the top.

3271. (*Mr. Jenkins.*) Would you recommend them to be built right up to the top?—No, I do not think so; because as they are now there is room for the smoke to leave the chambers.

3272. What led to the suggestion as to the erection of walls was the question of preventing lumps being thrown by blasts from one chamber to another; would the walls you have described answer that purpose, do you think?—I believe there is more than that in view. They may answer that purpose, but if a stranger came to the quarry and there was no wall he might go straight over the edge, but a wall would prevent that.

3273. (*Chairman.*) Have you anything else to say?—At our quarry, where the water comes through the cracks, and is in danger of injuring the pillars, there are dams put there to prevent the water as much as possible from going that way.

3274. (*Mr. Jenkins.*) Is there any attempt made to prevent the water from running over the face of the rock at your quarry?—Yes, there is.

3275. So that the rocks in your quarry are dry?—No, not perfectly.

3276. Could it be done always, do you think?—Yes.

3277. (*Mr. Evans.*) I see that the per-centage of fatal accidents at the Maenofferen Quarry is very low?—Yes, I believe it is.

3278. Do you attribute that to the care taken in the management of the quarry, or to the nature of the rock?—I believe it is partly due to both.

Mr. D. Jones.

Mr. David Jones examined.

3279. (*Chairman.*) Where do you live?—At 118, Manod Road.

3280. Are you a rockman?—Yes.

3281. How long have you been a rockman?—For 32 years.

3282. And at what quarries have you worked?—I have been in a great many in this district.

3283. Have you worked in most of the quarries in the Festiniog district?—Yes, I have.

3284. What do you want to suggest to us?—What I intended to refer to specially was the mode of supplying the powder.

3285. You were here, I suppose, when Evan Hughes gave his evidence?—Yes.

3286. Have you anything different to tell us to what he said?—I believe he gave his evidence specially with regard to dynamite, but I would like to refer to gunpowder.

3287. He spoke about both, I think?—I consider that we are under a great disadvantage, and exposed to dangers in the way it is given out to us.

3288. Would you like to have your powder in the same way as the men at the Oakeley, Llechwedd, and Cwmorthin quarries get it?—Yes.

3289. Has your manager ever asked to be allowed to have it so?—I believe he has asked, but I am not certain.

3290. What next have you tell us?—The next thing is with regard to the inspection; I consider that the present Government inspection tends to create fear rather than efficiency.

3291. Will you explain what you mean by that?—After an accident has happened many go to the place to inspect it, and it can often be seen that an accident has happened which could have been avoided, but the tendency is to hide a great many things in connexion with these accidents which ought to be brought to light.

3292. Who hides those things?—The workmen.

3293. And why do they hide them?—I believe there are reasons why they do so. When a serious accident happens, it is evident there is fault somewhere, but we do not find out where the fault is, or at any rate we do not like to accuse anyone where it is only a case of suspicion.

3294. In the case of the last fatal accident at Maenofferen, was not the fault found, and was not the manager punished?—I am not aware of that for certain, and I did not intend to refer to any particular case, but I know that is the tendency.

3295. But do you know that the manager was prosecuted in the case I refer to?—Yes.

3296. And do you know that he was fined?—Yes. The man takes a bargain, and he wants to make as much wages as he can out of it, and, on the other hand, the employer wants to make as much as he possibly can out of it. When an accident happens, a third party comes in and prosecutes. What I should very much like would be that that party should be responsible the same as we are, and that he should know the place.

3297. Have you any other suggestion?—No, I do not think I have anything special.

3298. (*Mr. Evans.*) What effect had the fining of the manager upon him; did he become a better man, or more careful?—I am not aware that it had any effect upon him. I believe he was at the time performing work which it was absolutely necessary to do, and he was fined in consequence. I believe we have one of the most careful and conscientious managers. I think there is a great deal to complain of in the way we get the reports of these cases. Reports that appear in the newspapers are not always full or accurate, and neither the manager nor the workman gets fair play in consequence.

3299. With reference to the case of the manager, you said the work the man was doing was absolutely necessary; was it necessary that he should be working upon the incline during the day when traffic was being carried on?—I did not refer to that, but to the work that the manager did afterwards, and he was called to account for doing what was necessary. At least I considered it was necessary.

3300. What was the work?—If I understand the matter properly, I believe there were caps which had been dropped in the place, and they were found afterwards and had to be cleared. The manager was prosecuted when he was clearing those caps, and his object in doing so was to prevent an accident. That is how it was reported to us, at any rate.

3301. That is the first I have heard about any detonators; the man was working in the daytime when he should have been working at night?—I did not think of referring to any particular case in that way. I should like to refer to inquests and to the calling of witnesses. I find that men are not summoned who know better about the circumstances of the accident than those who

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are summoned, but if those men possibly can they escape being summoned.

3302. Is not the summoning of witnesses in the hands of the coroner and the police?—I do not know exactly how it is done. We also feel that men are called on the jury who do not know the nature of the work of a quarryman, and in consequence of that they are not able to put suitable questions to the witnesses.

3303. Would you be satisfied if the coroner gave orders that half the jury should be men who are quarrymen, or who work in the quarries?—I believe that would be an advantage.

3304. (*Mr. Jones.*) Is that not already done; is there not a change in that respect since this inquiry commenced?—I do not understand that anything has been done.

3305. (*Mr. Jenkins.*) I do not quite understand how the present inspection creates fear rather than efficiency; will you explain what you meant by that answer?—What I mean is that it is not to be got except when an accident has happened.

3306. You said also that the bargain-taker is held responsible in a case of that kind?—As he is an eye-witness he knows most about it.

3307. And if he supposes that he is responsible, he is not inclined to tell the truth, is that what you mean?—There is reason to believe that they are not, in many cases at any rate.

3308. You have also said that the proper witnesses are not called at inquests?—Yes.

3309. Do you believe there is a tendency on the part of anyone to keep back certain witnesses?—I am afraid that there are some men who keep themselves back.

3310. How can they do that; are they not summoned?—No, they are not. They are able to avoid being summoned in some way or other. They do not make it known who the men are who should come forward.

3311. Do you know that the proper witnesses, or the most important witnesses, are not called?—I do not know whether that is purposely intended.

3312. But is it so, as a fact?—Yes, it has happened in that way.

3313. And as the result of that are inquests to a certain extent a dead letter?—I am afraid it is so to a very great extent.

3314. (*Mr. Jones.*) Is it a dead letter?—I cannot say that that is the case altogether. In certain cases, where a man is responsible, he may be guilty of manslaughter, but no one is willing to come forward to give evidence against that man unless he is quite certain.

3315. (*Chairman.*) Would not that be the case at any inquest, whether it related to a mine or anything else?—I daresay it is the case generally, as far as that goes.

3316. (*Mr. Jenkins.*) If it were proved that there was no negligence, would it then be a case of manslaughter?—No, but there are cases when a man may be at fault, but not to such an extent as would amount to manslaughter, but as far as I and others understand the law at present, it amounts to manslaughter or nothing.

Mr. J. Parry.

Mr. JOHN PARRY examined.

3317. (*Chairman.*) Where do you live?—In Lord Street.

3318. And you work at the Oakeley Middle Quarry?—Yes.

3319. You are a slate-maker?—Yes.

3320. How long have you been working as a slate-maker?—For 17 or 18 years.

3321. What point do you want to bring before us?—One thing is that we are called to our work very early, and before it is light enough for us to work, especially during the winter months, when the weather is cold and damp, and, in my opinion, this must be detrimental to the health of the men.

3322. What time have you to be in the mill at the present time?—At 7.30.

3323. And at what time do you leave work in the evening?—Last week we left off at 4.45, but this week, I believe, it is 5 o'clock.

3324. You say you have to be at the mill at 7.30 in the morning?—Yes.

3325. And how soon are you able to begin work after that time?—We are not able to commence work until 8 or 8.15, just as the day happens to be.

3326. Then you are half an hour or three quarters of an hour in the mill doing nothing?—Yes, simply waiting for the sawing machine to saw through the blocks.

3327. Are you in partnership with men who work underground?—No, I am not at present, but I have been so.

3328. Then how are you working now?—I am working by the day. I am a journeyman.

3329. (*Mr. Jones.*) Would you like to be separated from the men who work underground, or do you complain that they also come too early to their work?—My belief is that we all work far too many hours.

3330. What do you think would be the proper thing, how many hours a day?—Eight hours, I believe, would be quite enough for any man to be in the quarry.

3331. (*Chairman.*) Do you think that eight hours would be sufficient above-ground in the mill?—Yes, I consider it would be.

3332. Do you mean eight hours right off, or exclusive of meals?—Eight hours excluding meal time.

3333. Do you think, if you were to work more briskly than you do now, that you could do as much work in eight hours as you do at present?—The difference would be very little, I think. We feel that we work quite as much as we can, and the hours are too long as they are. After working hard all day, we get tired before the time to leave off work has arrived.

3334. (*Mr. Jones.*) As a matter of fact, have you ever taken notice of the result of your own work in the mill, whether you will be able to turn out more or less slates in the winter than in the summer, when you work long hours?—I have not taken particular notice of that, but as far as my experience goes the difference is not much when you take the hours of work into consideration.

3335. (*Mr. Evans.*) How many hours per week do you think you ought to work?—I think 48 hours a week would be enough, at any rate.

3336. To work?—Yes, I consider that ought to be the maximum.

3337. Have you ever noticed at what time of the year you can do most work?—I do not quite understand the question.

3338. Do you find that the summer weather is too hot, and that the days of winter are often too wet and cold to enable you to do as much work as you would like?—I find that in the summer we perspire very much, and strain ourselves a good deal, and in that way injure our health, but in the winter we have to work pretty hard before we get warm, and the days are also shorter.

3339. (*Mr. Jones.*) Do you think, as a matter of fact, that March is the best month in the quarries for work?—I believe, myself, that the spring is the best time of any to work in the quarries.

3340. (*Mr. Evans.*) What do you think of September and October?—I find the atmosphere heavier in those months.

3341. (*Mr. Jenkins.*) Can you work a full day of eight hours in the winter months?—No, I think not.

3342. But you are required to work a good deal more than eight hours, that is to say, you are required to be on the premises longer than that, are you not?—Yes, we have to be there from 7.30 to 4.45, when the day is shortest.

3343. Is that the case through the whole district here?—I do not know for certain that those are the hours throughout the whole of the district, but I believe there is more liberty at the other quarries, and they have not so much to complain of. That is what I have been told by other men.

3344. Were the hours extended some years ago?—If I remember rightly, that was so. I should not like to do the employers any injustice, but I think they are more particular than they used to be that we should

remain at our work until the time is up, and that we should be in our places ready to commence work at the right time in the morning.

3345. Was it not the rule in years past to follow the day?—As far as I remember that was the old plan—to follow the day as it lengthened and shortened.

3346. But at present there is a fixed time?—There is a fixed time this winter at any rate. I am not quite sure how it was last winter.

3347. How is it through all the winter months—is there a fixed time for them all?—I do not know the rule exactly. Last week we worked until 4.45, and this week we are obliged to work until 5. I do not know what the rule is exactly, but we get it from week to week or from month to month.

3348. But you are sure that the change in the rule has resulted in increased hours?—Yes, that is my opinion.

3349. (*Mr. Jones.*) Do you remember yourself coming to work at 6.30 in the morning?—I do not remember now.

3350. Do you remember yourself working until 6?—I think I remember working from 6 to 6.

3351. (*Mr. Jenkins.*) But that was a long time ago?—Yes, it must have been a long time ago. I am not quite certain of it, but I believe I have been working these hours.

3352. The quarries have been commencing work at 4 on Saturday mornings?—I have heard so.

3353. But that is ancient history?—Yes.

3354. What do you think is the object of calling the men to their work three-quarters of an hour, according to your statement, before they can commence work; is it simply to bring them there to do nothing?—No, I think not. Of course, it is impossible for me to know what my master's views on that subject are, but I do not think the object is to bring us there to do nothing. There are some of the men, possibly, who can do some work or other as soon as they reach the quarry in the morning, for instance, those who work outside can commence work earlier than the men who work under cover, and as those men can work, they call us all there at the same time, because they must have a rule which will apply to the men throughout the quarry, and not to a portion of the men only.

3355. Do you refer to labourers?—Yes, and those that work underground can of course work early in the morning as well as they can at any time during the day.

3356. But in doing that, would they not be working more hours than the men who cannot commence work until it is daylight?—Yes, they would, of necessity, and I do not consider that fair.

3357. Were the workmen consulted before the change in the hours of labour was brought about?—I am not aware that they were, but I have no knowledge at all on the matter.

3358. (*Chairman.*) Have you anything else to tell us?—There are some things in which it would be possible to have improvements effected; for instance, the machinery in the mills.

Mr. J. Parry.

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3359. Will you tell us what they are?—One thing I should like to mention is, that the mills ought to be made suitable as regards size, and that they should also be rainproof, and otherwise suitable to work in.

3360. (*Mr. Jenkins.*) Do you know of any mills that are not so?—I do not believe that every mill is kept properly closed, in order to keep out the draught.

3361. (*Chairman.*) Have you anything else?—There is one thing that I should like to refer to again—the adjusting of the belting after it comes off the pulley. It is a dangerous thing, and has to be done often.

3362. Do you know of any accident that has happened from that cause?—Yes,

3363. And any fatal accidents?—Yes, I think so.

3364. (*Mr. Jones.*) Have you any remedy to suggest?—The circumstances are not the same in every case. When we adjust the belting on the pulleys we have only a plank about 10 inches wide to stand on, and we have nothing to take hold of except the shafting. We have to do that, and to adjust the belting when the machinery is in motion.

3365. (*Chairman.*) What fatal accidents do you recollect which have happened in that way?—I am not certain of the circumstances, but the report is, that the accident I have in my mind was caused in that way. The man's name was John Tyson Jones, and he worked at the Oakeley quarries.

3366. Was that an accident which happened in 1879?—Very likely. It was about that time, but I am not certain of the date.

3367. Was that not at the Palmerston Quarry?—Yes, what we now call the Lower Oakeley.

3368. Was he not dragged into the pulley of a slate-sawing machine?—It was the pulley of a slate-sawing machine, but it was the upper pulley—the pulley on the shafting. There is another instance of an accident which was non-fatal. It occurred in the Oakeley quarries.

3369. When was that?—I do not remember when it was exactly, but it is perhaps four or five years ago.

3370. Have you anything else to suggest?—I think there ought to be a special Act of Parliament dealing with the slate quarries of North Wales, and special inspection provided for these quarries.

3371. You mean apart from the Mines Acts?—Yes.

3372. Have you any other suggestion to make?—A suggestion has been made by some of the men, which I thoroughly agree with. Taking things as they are now, I think it is very desirable that a sub-inspector should be appointed to assist the present inspector.

3373. (*Mr. Jenkins.*) Would it suit your views if all the quarries were put under the Mines Acts?—No, it would not, because there is one part of the slate quarries under the inspection of the Inspector of Factories. If they were all included in one Act and put under one inspection, it would be an improvement—the provisions of the Mines Act and the Factories Acts incorporated in one and applied to slate quarries.

Mr. W. W. Jones examined.

Mr. W. W. Jones.

3374. (*Chairman.*) Where do you live?—At Bryn Awel.

3375. And what are you?—A slate-maker.

3376. How long have you been a slate-maker?—For 31 years.

3377. Where have you been working?—At the Lower Oakeley.

3378. You have worked there for the whole of that time?—Yes, except a few weeks.

3379. What suggestions have you to make to us?—Some of the suggestions I intended making have been made before by other witnesses.

3380. What other suggestions would you like to make beyond those already made?—What I intended referring to were the doors where the rubbish falls from the dressing machines, and also the wheels of the sawing machines, which I consider ought to be protected.

3381. What do you mean by having them protected?—To block it up.

3382. So that a man could not put his feet there?—Yes.

3383. And what else have you to suggest?—That the hours of labour should be shortened.

3384. What are your hours at the present time?—They vary at different times of the year. For the greater part of the year, that is, from about the middle of February to the end of October, the hours are from 7 to 5.30.

3385. And have you sufficient daylight during these hours?—Yes, during the summer months.

3386. Therefore you are not complaining that you are kept doing nothing at the mill, waiting for daylight?—No, there is light there then.

3387. Then in what way do you think the hours are injurious?—I believe that we are in the habit of working very hard, and as we have to work in an atmosphere in which there is a good deal of slate-dust, I consider the hours are too long.

3388. Do you think the place you have to work in is worse than a cotton factory, for instance?—I have no experience of those places, so that I cannot express an opinion.

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3389. Do you know the woollen factories here?—I have never been working anywhere but in a slate quarry.

3390. What hours would you propose?—I firmly believe that eight hours would be quite enough.

3391. Do you think you could do as much work in those eight hours as you are doing at the present time?—I do not think we could do as much work, but my opinion is that too much work is being done now.

3392. If you would do less work than you are doing now, would you be content to have less pay?—No, it is for that reason I made the remark I did. I consider we are doing too much work at the present time for the wages we receive.

3393. (*Mr. Jones.*) What do you mean by that; do you mean that you are putting too much strain on your body?—I believe that is the case, because in summer, when the weather is hot, I work in such a manner that I feel very fatigued by about half-past 4.

3394. (*Mr. Jenkins.*) When the quarrymen work very hard, do you believe that they do more work in a day—whatever its length—than they could in an eight hours' day?—No, not very much. Possibly they could do a little more, but I consider that to do more or to expect more is very unreasonable.

3395. It could be done, once in a way, under special circumstances?—Yes, quite so.

3396. But that would be putting too much strain on the body?—Yes, it would.

3397. Therefore you advocate an eight hours' day?—Yes, something like eight hours.

3398. If you recommend it for the quarryman in the sheds, is it not also desirable in the case of the underground miner?—Yes, I fully believe it is.

3399. (*Mr. Evans.*) How many hours a week do you think you ought to work?—About 48 hours.

3400. (*Mr. Jenkins.*) How many hours do the horses work in the quarries in this district?—I believe they get a good deal more rest than the men. I do not know how many hours they work.

3401. (*Chairman.*) Have you anything else to say?—I should like to say that a great many improvements have been carried out during the time I have been working in the quarry, both as regards the hours of labour and the places to work in.

3402. And I suppose you would like the improvements to continue?—Yes.

3403. (*Mr. Jenkins.*) Are things otherwise in regard to time?—There is a little change in the morning, but I do not think the change in the evening is worth mentioning.

3404. (*Mr. Jones.*) Does it follow the day, or hour?—As the last witness stated, the whistle is blown too early in the morning for us to commence work in the winter months.

3405. (*Mr. Jenkins.*) By how much?—In December, when the day is shortest, you can say that it is at least half an hour too early.

3406. Is it true that you sometimes go to the sheds when the whistle blows in the morning, and you cannot recognise your fellow-workmen except by their voices?—If we were so over-exact as to be in the mills at the time the whistle blows, and if it were a misty morning, that would probably be true.

3407. Would it get light enough in half an hour for you to work?—Possibly you might find a day in winter when it would be too dark, but generally speaking it is light enough at 8 o'clock for us to do many things that we have to do.

3408. (*Chairman.*) Have you anything else to tell us?—No, I think not.

Mr. J. Roberts.

Mr. JOHN ROBERTS examined.

3409. (*Chairman.*) Where do you live?—In Wesley Street.

3410. What are you?—I have been a rockman and a miner.

3411. How long have you been working in the quarries?—For 20 years.

3412. What quarry are you working at now?—At the Oakeley Quarry.

3413. What would you like to tell us?—I should like, first of all, to say a word about the fuse. I have never had a better test for fuse than I have had during the last four months. I never used so much of it before. We have used, I am certain, about 50 or 60 coils, and every one of them went off. I consider that if it all goes off in that way it is splendid fuse.

3414. Is it single tape fuse?—Yes, I believe it is.

3415. Then, as I understand you, you have no complaint to make as to the fuse?—No; I have never seen better fuse in my life than we have at the present time. I consider fuse to be one of the most important factors in our work. When using bad fuse I have been going myself to it when I thought it was failing. If I once doubt a fuse I am very prone to go to the hole, if it misses, before the time, but if the fuse is good a man will not go near it.

3416. What is the next point?—I have nothing to complain of in regard to the powder. I keep the rules as I keep my watch, and I find it quite as easy to do that as to do anything else. I put my lamp to the proper distance, and I have no trouble with the special rules, so far as powder is concerned.

3417. What alterations would you suggest in the special rules?—About the tamper; the only accident that has happened in my time from an explosion with tamping happened with a copper tamper, the only one I know of in 20 years. The man was working in our quarry, and he was found with the copper tamper in his hand after the explosion.

3418. Was it a proper copper tamper, or only copper-tipped?—It was a proper copper tamper. From my experience, I do not believe a copper tamper is better for safety, but even if it is it is more dangerous in another sense. It is more dangerous when you are tamping. You cannot make it so smooth and tender as the iron tamper. The copper tampers are very sharp and ragged, and if you break the fuse with the tamper, I believe it is far more dangerous than if you were to do it with the iron. I cannot believe that copper is any improvement at all.

3419. (*Mr. Jenkins.*) Is it your opinion that copper will strike fire out of the rock?—I do not believe there is any fire in the question at all. You have no fire to combat with. Where is the fire? If there is any danger it is in the tamping. I have been working in gold mines also. When I was a boy we used to tamp very hard, but now we do not tamp so hard when we use powder. I do not think we understand the special rules to the degree that we ought. It has been put in this way—that you are not to use the iron tamper, but I do not think that is the proper construction of the present rules. I do not believe that rule is properly interpreted. As far as I understand it, you are only required to cover the powder with the copper tamper, and after that you may use the iron. My tamper has been taken away from amongst my tools, and I told the sub-manager, who took it away, that I did not understand that the special rules excluded the iron tamper.

3420. (*Chairman.*) No, they do not.

(*Witness.*) That shows that we do not properly understand the special rules.

3421. (*Mr. Jones.*) Do not you find that the inspector does not understand them either?—Indeed, I cannot say. The inspector uses a lamp, but I am not allowed to do so. Is my lamp more dangerous than his?

3422. (*Chairman.*) What the special rule says is that no naked light shall be placed within 10 feet of any explosives chest, and a lamp is not a naked light?—There are a great many simple things about those special rules that are not properly understood. Your light stands sometimes at a distance of one foot from you. I think there is more danger in pillaring with a naked light than there is in going to a chest 20 times a day with a naked light.

3423. (*Mr. Evans.*) Do you suggest that the rule as to taking a candle near to a pillaring hole should be discontinued?—No, I do not, but I should say that a man ought not to be prosecuted for having it, say, within 4 feet.

3424. (*Chairman.*) You have been at the quarry for many years; did you complain at all, or did you send

any objection to the inspector when these rules were being made?—No, indeed. I must say that we are very backward in things of that kind, but of course we have never had such an opportunity as this of making things clear to you. We have never had the chance of making our views known to you before now.

3425. But do you not know my name and address?—Yes, certainly, but a man is of a very bad colour if he corresponds with the inspector. I would prefer to do it openly rather than write to you. One thing I should like very much would be for the quarrymen to imitate the colliers. I have been working there for a short time. For their own safety they act as detectives to one another. I remember once that a manager was found doing something wrong, and they brought him before the magistrates and he was fined. Although he was a manager, the men brought the matter to the notice of the employers, and he was reprimanded by them and afterwards fined by the magistrates. When we find a manager doing anything wrong we ought to be straightforward. They prosecute us, and when we see them doing anything to endanger our lives, we ought to do the same with them.

3426. (*Mr. Jenkins.*) Do you find a lack of that courage among the quarrymen?—Yes, I do, and think that is the greatest source of danger to us in some respects.

3427. (*Chairman.*) Do you think the slate quarryman in North Wales is more afraid of speaking to his master than the collier in South Wales?—No, it is not lack of courage, I think, we have not the same characteristics as the collier. They are more straightforward people than we are. They all work on the same principle, on the same contract, and under the same rules. It is not so with us, and this may be one reason for the lack of unity and straightforwardness among us.

3428. (*Mr. Jenkins.*) With regard to the fuse, when you get bad fuse and complain about it, is your complaint always attended to?—Yes, I must say it is.

3429. Invariably?—Yes. Whenever you report any danger in our quarry it is always attended to at once, so far as I can say.

3430. Have you anything else to tell us?—Some of my fellow-workmen are advocating the appointment of a sub-inspector under the Government. But myself, I cannot see that we would gain anything by that. Suppose that I was pulling something dangerous down and a sub-inspector were to come to me and tell me to pull it down and make the place safe, he ought to come to me on the following day to know that the place is made safe, and perhaps the day after that again—in fact he may have to be there day after day, and I do not know how you are to manage that. The only remedy, I think, is to have a better trained man as manager.

3431. Would you like to see it necessary for the manager of an underground slate quarry to have a certificate like the certificate of the colliery manager?—Yes, that is just what I should like to refer to. The nature of his work, and his responsibility, have been changed so in a sense that he must now be a trained man. I would make it a condition that he should have worked five years at least underground.

3432. Five years' practical experience?—Yes, five years of working underground.

3433. (*Mr. Jenkins.*) What sub-inspector do you object to?—Under the Government.

3434. Then you object to that?—Yes, in a sense, I am afraid it would slacken the management, and the management and the men themselves are the parties who are to remedy matters.

3435. Do you know, as a matter of fact, that the Government has appointed a number of sub-inspectors under the Factories and Coal Mines Acts?—Yes, and I quite agree with that, because in the collieries it is useful.

3436. Would it not be so useful in slate quarries and slate mines?—In mines it may be, but there ought to be a man who can go up the ladders to test things properly.

3437. Do you think that those who suggested a sub-inspector under the Government meant to suggest that he should examine every place in the quarry?—What is the sub-inspection? I have been trying to think it over myself.

3438. Do they not suggest another method of inspection also?—Yes, but of course I cannot say what his work will be unless he is to see to the pillars and the top.

3439. (*Mr. Evans.*) You mean that if there is to be a sub-inspector he must be always on the spot and have a very small district under his charge?—Yes, and the only remedy is to make the manager more responsible, because he must be there every day to see to things.

3440. (*Chairman.*) You want the manager to be more responsible, and to be a better engineer?—Yes.

3441. (*Mr. Jenkins.*) You referred to the managers of coal mines; do they inspect every part of the collieries every day?—Yes, certainly every day.

3442. Are there not other men under them who inspect the works?—Yes. You are not allowed to enter the underground workings without reporting yourself to the man who examined the place in the morning.

3443. Can you not have a man to correspond to that man in the slate quarries, although not confined to the same duties?—You mean corresponding to the fireman in the collieries?

3444. Yes, but I do not mean to examine every day because our circumstances are different to those of the colliers. Do not you think such a man ought to be appointed in the slate quarries?—In the special rules the manager, I think, is supposed to do that, so far as I understand the rules.

3445. But it is not required in the Coal Mines Act that the manager should visit every part of the colliery every day?—No, but an official has to do so.

3446. Would you approve of the suggestion that a Government sub-inspector, to correspond to the sub-inspector under the Coal Mines Act, should be appointed, and another inspection made corresponding to the one that is made by the fireman in the collieries—would you approve of something in that direction?—I would, in a way, approve of it, if you would include mines as well.

3447. Of course it does include mines?—We want him to be a practical man, but where can we have a practical man, who is also able to test gases and so on. Say if I worked in a place where the air is bad, where can you get a practical man to test that air. That is the difficulty, to my mind, and the present inspector does that.

3448. Do you know that the standard of examination for these sub-inspectors is not very high?—I cannot say. Some of my fellow-workmen advocated the building of walls across disused levels. Now, I should say unless these walls would be very wide, it would increase instead of decrease the danger. I would prefer to see one lump of rock come rather than several. Supposing a lump comes from the blast, it would knock the wall down and bring other lumps with it, but if the wall were not there the lump from the blast would come alone.

3449. Do you think that a lump would come from a level with sufficient force to knock down a wall?—Certainly, unless the wall is made a yard wide at least.

3450. What is the distance that it would travel?—I cannot say. I have not tried the velocity; but you will have to build a very strong wall, I am certain of that. In reference to the question of the eight hours' day, it is the general cry these days, and I quite believe in it, but I would not like to work long on Saturdays. I believe we can do exactly the same work in eight hours as we do now, but I would not like the law to step in and say how many hours I am to work. I should like to come to an understanding about it with my masters, but not to be compelled by law to do it.

3451. (*Chairman.*) You think that improvements have been going on for a large number of years?—Yes.

3452. And you believe the improvements will not stop?—No, they will go on, I believe. We want to be improved as a class, and the time will come that we shall get what we want. A slow progress of that kind is bound to go on. Years ago the quarrymen commenced to work at 4 o'clock in the morning on a Saturday; but that system is now buried, and rests in peace.

3453. (*Mr Jenkins.*) But you would rather go forward than backwards, by means of the law?—Yes, certainly. One thing has struck me very much as showing that we are improving. I do not think you can find 4,000 people anywhere throughout England where there is so

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little crime as there is amongst the Festiniog quarrymen. That is a proof, to my mind, that there is not so much poverty among us. Where I find crime, I can always find poverty at its root. Poverty, I believe, is the great cause of crime. I believe also that we have the best machinery in the way of elementary education throughout the kingdom. We pay the highest salary, and we have the highest grants from the Government. One medical gentleman has complained that we are drinking the filthy water which is running in our dark holes, but I want you, gentlemen, to have a higher view of us than that, and to this charge I should like to give my strongest denial.

3454. (*Chairman.*) What have you to say about the want of privy accommodation?—We have to go outside now. That is the rule with us at present. If any of us were found not going outside, we would be reprimanded.

3455. Do you think there ought to be privies provided?—Yes, I think so.

3456. Are the privies that you have above-ground sufficient?—Indeed I cannot say.

3457. (*Mr. Jenkins.*) Do the men sometimes, and under some circumstances, get very thirsty underground?—Yes, men that are not used to work much under-ground.

3458. When they get very thirsty, can they resist the temptation to drink any sort of water they can get hold of?—I have never seen a man in my life drink water inside, and I have been trying to remember whether I have ever seen anything of the kind. I very often drink the water which is outside.

3459. Would you be surprised to hear that I have been drinking it when I was very thirsty, although I knew it might be bad water?—Some men are very thirsty, but it is not the general practice to do so.

3460. (*Chairman.*) The question I now put to you is not my question, but it is one I have been asked to put. If it is necessary for the manager of a quarry to have practical experience in a mine, is it not necessary for the Government inspector also? The question reads thus:—"Should it not be so necessary for the Govern-"ment inspector to be so equipped in practical know-"ledge as the quarry manager in the slate quarries?"—There is a great difference in their work. The Government inspector has to do with the powder, and to inquire into accidents when they happen, but he is not required to run up ladders and to test the top, so far as I understand matters. The manager, on the other hand, is a man who ought to see to everything. He ought to see to the working of the vein all through. He should be able to go to the top of a ladder to test the rock and so on, but you cannot expect a Government inspector to do that, and I do not think that the special rules or anything else require him to do it.

Mr. G. Davies.

Mr. GRIFFITH DAVIES examined.

3461. (*Chairman.*) Where do you live?—At Ivy House.

3462. And what are you?—A rockman.

3463. Where do you work?—At the Upper Oakeley Quarry.

3464. What do you want to bring before the Committee?—The principal thing I should like to refer to is No. 61 of the special rules.

3465. What is that special rule?—It is the rule as to explosives, and we, as workmen, consider that rule too oppressive.

3466. That rule reads thus:—"Every workman or "party of workmen possessing explosives shall keep "them in a secure chest. The chest and its fittings "shall be so constructed, or so lined or covered, as to "prevent the leakage of any explosive and the exposure "of any grit, iron or steel, or similar substance, in "such a manner as to come in contact with the explo-"sives. The chest, when containing explosives, shall "be kept locked, except during the operations of "putting in, taking out, or sub-dividing explosives. "All metal work in the locks, bolts, hinges, &c. shall "be of brass, copper, or similar material. On the "outside of the chest there shall be affixed the word "'Explosives' in conspicuous characters by means of "a securely attached label or other mark." Is that the rule of which you complain?—Yes.

3467. What is there in it that is objectionable?—I have nothing against the chest as a chest, or as a proper place to keep powder.

3468. Then what is your complaint?—That we have to keep our bugles and horns. Wherever we have been using them we must take them back to keep them in this chest, and we consider that not only impracticable but bordering on being dangerous.

3469. Who compels you to do that?—The manager of the quarry, or the officials.

3470. Did I ever compel you to do that?—I should like to have some light thrown upon that rule.

3471. Did you not hear Mr. Robert Roberts, the manager of the Oakeley quarries, say that he read this rule with the proviso "so far as is reasonably practicable"?—I was told that he said that, but I did not hear him say so myself.

3472. Is there any other point about that rule that you object to?—I have nothing against the rules, but that is the most unreasonable and impracticable rule, in my opinion.

3473. What is the next point you have to put before us?—I believe that the Government inspector ought to have an assistant, and that the assistant ought to be a man who has worked in the underground quarries for 10 or 15 years. My reason for saying that he should have worked in these underground quarries is that there is so much difference between the joints in the open quarries and the underground quarries. I suggest a practical quarryman as the sub-inspector for the reason that, when an accident happened, he would be able to form an opinion of his own as to the cause of the accident, without asking anyone else. Now that the working of the quarries has been made the subject of a Government inquiry, I would like to suggest another question which the Government ought to take up, and that is that the expense of making these places safe should be paid out of the royalty.

3474. How would that answer if the property is freehold?—I consider when I buy a property that I am to benefit by it.

3475. But if no royalty is being paid, say at Cwmorthin, who is to pay in that case?—The company themselves should pay, if they own the quarry, but where there is a heavy royalty, as is the case in most of these quarries, the danger is that the company may lose money if they have to do that work at their own expense.

3476. But if the company said to the lessor, "You "have got to do this work," would not the lessor ask for a higher royalty at once to meet that?—I am speaking now of circumstances in consequence of which this country is in danger.

3477. What are those dangers?—Many of the chambers may possibly get dangerous, and it may be too expensive a matter for the company to put them right, and they may be poor places. Inasmuch as the landlord has benefited from those places, I believe part of that money ought to go to make the place secure.

3478. What is the next thing you have to tell us?—I believe you have something to say about the eight hours' question?—I have been speaking to my fellow workmen whom I represent upon the subject, and I find that we are very much divided on the question.

3479. And if you are divided on the question it is impossible for you to tell us anything definitely on the subject?—Yes, it is. I must tell you the truth, and I find we are very much divided.

3480. (*Mr. Jenkins.*) Do you know that at a general meeting of the men employed at these quarries, which was very well attended, a strong resolution was adopted on this eight hours' question?—Yes, more than once.

3481. Was any special objection raised to it at that time?—If I remember rightly a resolution was passed at one time at Carnarvon on the subject, but the question seems to have fallen back since then, at any rate among many of the men, and what they are now pressing for is a board of arbitration.

3482. Do you know that the question of the board of arbitration was contained in the first part of the resolution, which was passed at the meeting here?—Yes, if I remember rightly it was so.

3483. As to the sub-inspector, do you mean that one should be appointed to assist Dr. Foster?—Yes, that is

what I intend, but I would prefer to see things remain as they are, unless we can get a man who understands his work thoroughly.

3484. Do you think that would meet the views of the workmen here?—Yes, I believe it would, and much more so than an eight hours' day.

3485. Have you any special objection to eight hours yourself?—I am not a very strong advocate of an eight hours' day, but I believe that no man should work in a damp or smoky place for more than eight hours.

3486. It is always smoky underground in these quarries, for the greater part of the day?—It is so in the summer, as a rule.

3487. And you consider eight hours a day quite sufficient for a man to work in that atmosphere?—Yes, especially in this weather, when a man gets wet.

3488. In what way do the men get wet, so far as your experience goes?—By droppings from the top, and sometimes the water trickles over the face of the rock.

3489. Have they to put a rope round their thighs to work?—Yes, but if I worked in a wet place I would take a chain instead of a rope.

3490. Are there many places where the men do not use chains, but always ropes?—We use ropes even if we have a chain.

3491. When a man is working in a wet place of that kind with a rope around him, what is the effect?—A rope will carry more water to the body than a chain will.

3492. A rope will carry a stream of water from the upper parts of the rock to a man's thighs?—Yes, it will, and that must be very injurious.

3493. Have you seen many men wet to the skin in that way?—Yes, I have, and I have been so myself.

3494. (*Chairman.*) Would you like to have a place at the quarry where you could change your wet clothes and have them dried?—We are fairly situated in that respect.

3495. Have you a place where you can change your clothes and dry them?—It is very few of us that do get wet, and those who do get wet can get their clothes dried.

3496. (*Mr. Jenkins.*) Can you tell us how to stop the water from running over the rocks in that way?—Yes, a dam could be made, and care should be taken to clear the rubbish from the top of the rock.

3497. That would prevent it from going down?—Yes, it would.

3498. Would that pay for the expense and labour expended on it, do you think, in the way of producing more work for the wages paid?—If it is possible to do it, it would pay the man himself to do it, even if he and his partners were at it for a whole week.

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3499. And if it would pay the man, would it not pay the master also?—Yes, certainly.

3500. (*Chairman.*) If it would pay the men, why do they not do it now?—Possibly it may take more than a week, but if by that means they could get rid of the water for two months it would pay.

3501. (*Mr. Jenkins.*) It would also pay in the sense of giving the men better health?—Yes, it would.

3502. Do you know of any men who have suffered in their health owing to that kind of thing?—I do know of men, but I am not going to mention any names.

3503. Where the company that works the quarry also owns it, would that be an inducement to cut the pillars?—I have not noticed that anything of that kind takes place.

3504. Do you know of anything that would prevent them doing it? Would it not be an inducement?—Of course the company could make more money.

3505. And if the company did so, would that endanger the lives of the workmen?—Yes, my plan of cutting the pillars would differ from theirs; I would have openings made to the top in the pillars along the line of strike, which I think would be a source of strength to the pillars and roof.

3506. Do you know that lessors often have a provision in their leases that the pillars and chambers are to be left of a certain size?—Yes.

3507. And is that done in order to protect the property?—Yes, it is.

3508. If that is done in order to protect the property, should it also not be done to protect the lives of the workmen?—That is what I was referring to.

3509. Have you anything else to say about that?—No, I have nothing else on that point.

3510. Is there anything in the law to prevent the owner of a quarry who works it himself to cut the pillars altogether, if he wishes to do so?—No, nothing at all.

3511. Should there be, in your opinion?—Yes, of course, to protect the lives of the men.

3512. (*Chairman.*) Have you anything else to tell us?—No, nothing at all.

SIXTH DAY.

At the Cocoa Rooms, Blaenau Festiniog, 17th January 1894.

PRESENT:

DR. C. LE NEVE FOSTER IN THE CHAIR.

MR. J. E. GREAVES, J.P.	MR. J. J. EVANS, F.G.S.
MR. E. P. JONES, J.P.	MR. JOHN JENKINS.

MR. ROBERT ROBERTS, Manager of the Oakeley Slate Quarries, was recalled, and examined by the Chairman.

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3513. I believe you have something further to say to us?—Yes, I should like to refer to the water question, and to reply to what Dr. Evans said in his evidence about the drinking water at the Oakeley quarries. Dr. Evans, in his evidence, alleged two things with regard to the drinking water, both charges, no doubt, being founded on gossip. He told the Committee that the officials did not drink of the same water as the workmen drank from. He told you, too, that the water was bad.

At the Oakeley Upper Quarry the two assistant managers and the two slate inspectors do drink of the same water as the workmen.

At the Oakeley Middle Quarry the two assistant managers, and the two slate inspectors drink of the same water as the workmen drink from; and at the Oakeley Lower Quarry the three assistant managers and the four slate inspectors drink of the same water as the workmen drink from; but the clerks at the office and myself drink from another source, although personally, and putting together the time spent by me at the Middle and Upper Quarries, I have drunk of the same water as the workmen of the above-mentioned two quarries for about thirty years.

The second charge, no doubt founded on gossip, was a most undignified and a most unprofessional charge for a medical man to make, unless, of course, the charge

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was well founded. However, inasmuch as the charge had been made, I felt compelled to have the water analysed, and therefore sent three samples of it up to London with a note, a copy of which I will read and put in:—

(Copy).

The Oakeley Slate Quarries Company, Limited,
Blaenau Festiniog, North Wales.

DEAR SIR, 27th December 1893.

I TRUST the water will have arrived all right. No. 1 sample has been obtained at the Oakeley Middle Quarry, having been piped in iron pipes most of the way, thence an open brook to the reservoir, at an altitude of from 1,400 to 1,500 feet. Geological formation of catchment mostly slate, outcrop in places mostly covered with peat, and some clay, formed, I suppose, of decomposed slate.

No. 2 sample has been obtained at the Lower Quarry, having been piped about half the way; thence an open brook to the reservoir, whose altitude is about 1,050 feet. Catchment of No. 2 reservoir is very similar to catchment of No. 1 reservoir.

No. 3 sample trickles down the forebreasts of some igneous rock (agglomerate), and over some slate rock; but whether from a spring as its source I cannot say, because the place is covered with slate débris.

Now, the question is, are samples No. 1, No. 2, and No. 3 good drinking water. An answer will oblige,

Yours etc.,
(Signed) RT. ROBERTS.

Professor Thomas Stevenson,
Guy's Hospital, London.

Previous to the 27th December there had been a very heavy rainfall (*vide* Register for December 1893) and any impurities, had there been any, would have been washed and carried into the reservoirs, and there held in suspension or in solution, or both, and as a matter of course would have found their way into the pipes in drawing the water from the reservoirs for the use of the quarries.

I will now proceed to read the report and the analysis of Professor Stevenson on the three samples of water. I should here add that No. 3 is the water referred to in Mr. William Morris's evidence.

Report of Thomas Stevenson, M.D. London, F.R.C.P., Lecturer on Chemistry at Guy's Hospital, F.I.C., on analysis of three samples of water received 28th December 1893, from the Oakeley Slate Quarries Company Limited, Blaenau Festiniog, North Wales.

The samples were delivered under seal "O.M.Q.," were enclosed in glass-stoppered bottles, measured each half a gallon, and were labelled respectively:—

"Sample No. 1 of water. Bottled on the 27th December 1893, at the hour of 2.30 p.m. by Robert Roberts.

"Sample No. 2 of water. Bottled on the 27th December 1893, at the hour of 3 p.m., by Robert Roberts.

"Sample No. 3 of water. Bottled on the 27th December 1893, at the hour of 2.40 p.m., by Robert Roberts."

The results of the analysis, as stated below, are expressed in grains per gallon, and hardness on Clark's scale.

All the samples were of excellent and unexceptional physical character, being free from turbidity, deposit, odour, and colour when viewed in a stratum two feet deep.

Nos. 1 and 2 had a very pale green colour.

No. 3 was as colourless as quite pure water.

These waters are all of excellent character, soft, palatable, and containing very little saline matter. They have the highest degree of organic purity, and are equal to the best upland waters. They are well fitted for domestic supply, and for manufacturing purposes. They would form an admirable town supply.

I find that these waters have very little action on lead. When allowed to rest in clean leaden pipes for 24 hours, No. 1 took up no lead into solution, Nos. 2 and 3 took up traces of lead only. The fitness of drinking supply of these waters is thus further established.

Nos. 1 and 2 are practically identical in character, and equally well fitted for domestic use and manufacturing purposes.

No. 3 differs from Nos. 1 and 2 only in this, that it contains between 2 and 3 grains per gallon more of fixed lime salts (gypsum); and hence it is the hardest of the waters. This will render it rather less acceptable for steam-boiler purposes than Nos. 1 and 2; but for domestic use the difference will be found to be insignificant.

(Signed) THOMAS STEVENSON.

Guy's Hospital,
January 3, 1894.

To Robert Roberts, Esq.,
The Oakeley Slate Quarries Company, Limited,
Blaenau, Festiniog.

ANALYSIS.

	No. 1.	No. 2.	No. 3.
	Grains.	Grains.	Grains.
Total solid matter	1·96	2·17	4·76
Losing on ignition	0·56	0·84	0·84
Combined chlorine	0·63	0·63	0·63
(Equal to common salt)	1·04	1·04	1·04
Nitrogen as nitrates	Traces.	Traces.	Traces.
Nitrates	None.	None.	None.
Lead, copper, and injurious metals	None.	None.	None.
Ammonia	0·0005	None.	None.
Albuminoid or organic ammonia	0·0025	0·0020	0·0010
Oxygen required to oxidise organic matters	0·041	0·032	0·012
Hardness:—			
Temporary	None.	None.	None.
Permanent	0·9	0·9	2·1
Total	0·9	0·9	2·1
Acidity or alkalinity	None.	None.	None.

(Signed) THOS. STEVENSON.

January 3, 1894.

It should be observed that any quantity of the water in question is to be found within three minutes' walk to each dining-room or eating place of the workmen.

Mr. Owen Rowland Jones, in reply to question 1339, *re* water, said: "I should like to add that the drinking "water ought also be seen to. It is very essential we "should have a proper supply. The water we have at "our quarry is such that the manager has warned us "not to drink it without boiling it." Mr. Owen Rowland Jones, in his answer, kept back a part of the truth, otherwise I should not have taken up the time of the Committee to explain fully the circumstances under which I advised the workmen to boil the water before it was drank. The drought of last year extended from the 8th of March to the 22nd of June (*vide* rainfall register), the rainfall in the meantime being only about 7·79 inches, so that we were bordering on a water famine, and the reservoirs had run low. It was under these circumstances that I advised the workmen to boil the water before it was drank, and it is the only time on record I deemed it my duty to do so.

With regard to privies, Dr. Evans told you in his evidence that his visits to the quarries were like an angel's (a fallen angel, I presume) visits—few and far between, and yet he undertook to tell you that the few privies at the Oakeley Quarries were filthy. Within the last few years I have built three privies, one at the Lower Quarry in the pit, to seat four, which is flushed every evening; another has been built to seat two, in the pit, at the Middle Quarry, and a stream of water passes underneath it; and another has been built in the pit of the Upper Quarry, with a stream of water passing underneath it. These privies are all clean, and free from any offensive smell.

RAINFALL at OAKELEY QUARRIES, RHIWBRYFDIR, in the Month of December 1893.

Date.	Inches.	Date.	Inches.	Date.	Inches.
1	—	12	·82	23	1·18
2	·57	13	·30	24	
3		14	1·28	25	
4	·10	15	·21	26	·7
5	·14	16	·70	27	·11
6	·90	17		28	·3
7	·20	18	·86	29	—
8	·50	19	·79	30	·5
9	·65	20	·21	31	
10		21	·54		
11	·23	22	·89	Total,	10·83

(Signed) ROBERT ROBERTS.

RAINFALL at OAKELEY QUARRIES, RHIWBRYFDIR, in the Month of March 1893.

Date.	Inches.	Date.	Inches.	Date.	Inches.
1	·26	12	—	23	—
2	·07	13	—	24	—
3	1·70	14	—	25	—
4	—	15	·30	26	—
5	·37	16	—	27	—
6	·12	17	—	28	—
7	·04	18	—	29	—
8	—	19	—	30	—
9	—	20	—	31	·30
10	—	21	—		
11	—	22	—	Total,	3·16

(Signed) ROBERT ROBERTS.

RAINFALL at OAKELEY QUARRIES, RHIWBRYFDIR, in the Month of April 1893.

Date.	Inches.	Date.	Inches.	Date.	Inches.
1		12	—	23	·30
2	·11	13	—	24	—
3		14	—	25	—
4	—	15	·37	26	—
5	—	16		27	—
6	—	17	·14	28	—
7	—	18	—	29	—
8	—	19	—	30	—
9	—	20	—		
10	—	21	—	Total -	·92
11	—	22	—		

(Signed) ROBERT ROBERTS.

RAINFALL at OAKELEY QUARRIES, RHIWBRYFDIR, in the Month of May 1893.

Date.	Inches.	Date.	Inches.	Date.	Inches.
1	1·67	12	—	23	·5
2	·50	13	·11	24	—
3	—	14		25	—
4	—	15	·15	26	—
5	—	16	·15	27	—
6	—	17	·38	28	—
7	—	18	·23	29	—
8	—	19	·71	30	—
9	—	20		31	—
10	—	21	1·80		
11	—	22		Total -	5·75

RAINFALL at OAKELEY QUARRIES, RHIWBRYFDIR, in the Month of June 1893.

Date.	Inches.	Date.	Inches.	Date.	Inches.
1	—	9	—	17	—
2	—	10	·31	18	—
3	·33	11		19	—
4		12	—	20	—
5	·5	13	—	21	—
6	—	14	—	22	·82
7	—	15	·13	Drought at an end.	
8	—	16	—		

Rainfall to June 22nd	-	·82 inches.
,, in May	-	5·75 ,,
,, ,, April	-	·92 ,,
,, ,, March	-	3·16 ,,
Total	-	10·65 inches.

(Signed) ROBERT ROBERTS.

3514. What about privies underground?—We have none underground.

3515. Have you noticed offensive smells in the workings or in the disused chambers?—I have, to some extent, but far enough from the working places of the men.

3516. But have you noticed in the working places of the men any offensive smell?—No, none whatever.

3517. Do you think that the men can be affected in any way by excreta deposited in those disused chambers?—I do not think so.

3518. (*Mr. Greaves.*) Have you had any difficulty in preventing the men committing a nuisance in the workings?—Yes, I have.

3519. (*Mr. Jones.*) My impression of Dr. Evans' evidence is that he said here, with regard to the water, that you were drinking one water and the men were drinking another. That is my impression as to what he said with regard to the office water. (*Witness.*) I beg your pardon. He said distinctly, "the officials "drink water from another source."

3520. That is my impression, received from his evidence. I am not going to take my impressions from anyone else. (*Witness.*) It is not a question of impressions, but of fact.

3521. Well, we will get the facts later on. (*Witness.*) I considered it a reflection upon me, and I made a note of it. He said distinctly that the officials drink different water to the workmen. I should like to explain to the Committee why it is that we drink water from another source.

3522. As far as I remember Dr. Evans' evidence, he only referred to water coming from a lake to the Upper or Middle Quarry, and he made the remark that he heard from somebody, exactly as you have stated to-day, that the water ran down very low, and that it was not fit for drinking purposes. With regard to the other waters that trickle down, I think we were all unanimous about it?—I should like to explain the matter to the Committee now, so as to make it quite clear. Soon after the amalgamation we were knocked about a good bit from one office to another. We shifted from the Upper Quarry office to the office of the late Welsh Slate Company. Mr. Robert Owen is present, and he will bear me out in this. We occupied the same office as they did, and it appears that the office-man employed by the late Welsh Slate Company went for drinking water for the officials to Talywaenydd, and he continued to do the same after we took possession of the office. Previous to that I drank of either the water of the Middle or of Upper Oakeley.

3523. I suppose you would be quite content to drink it now?—Certainly.

3524. (*Mr. Greaves.*) You drank the Talywaenydd water, simply because it was the most convenient water?—Yes, certainly.

3525. (*Mr. Jenkins.*) Is it now the most convenient water?—No, it is not.

3526. Where does the water in the Middle Quarry come from?—I explained that very fully in the statement I have just made. No. 3 sample trickles down the forebreasts of some igneous rock (agglomerate), and over some slate rock after it has issued out of the pipe, and where the men get the very water that they use at their meals, and so on.

3527. Is there any danger of contamination there?—No, none whatever.

3528. As to the other water from the lake, which the shedmen drink,—where does that come from?—Do you refer to No. 1 sample?

3529. I believe it is called No. 1?—No. 1 sample has been obtained at the Oakeley Middle Quarry, having been piped in iron pipes most of the way, and afterwards running as an open brook to the reservoir at the top of Craig Nythygigfran.

3530. It is not within the precincts of the quarry there?—I have described the catchment as fully as I can.

3531. It is practically on the mountain?—Yes.

3532. (*Chairman.*) Wherever it comes from, it seems to be very good water?—Yes, certainly.

3533. (*Mr. Evans.*) If you have taken the water from the sources from which the men drink, I think it is very satisfactory?—(*Witness.*) Yes, I have taken it from the identical places.

3534. (*Mr. Jenkins.*) You have no filters of any sort?—Personally, I have one for my own use at the office, but we have none for the workmen.

3535. (*Chairman.*) Do you think the men ever drink the water that trickles down the face of a chamber

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inside the quarry?—That I do not know. I have never seen it done, and I certainly would object to it most strongly if I saw it done.

3536. (*Mr. Evans.*) Is there any water in the quarry that they can get besides that if they want any drink?—Yes, in some places.

3537. (*Chairman.*) With regard to dialling,—can any of your men or under-agents do surveying and dialling?—Yes.

3538. Many of them?—Yes, several of them.

3539. Do you think, with regard to the managers in the district generally, that they are competent surveyors or not?—I cannot say.

3540. You are not aware that they are?—No, I am not aware that they are.

3541. (*Mr. Jones.*) You said, I think in your evidence the other day, that you fine the men in the quarry for breaking the special rules?—Yes, I did.

3542. Do you think you have power to do that?—Yes, I think I have. If I had known that you would have asked the question I would have brought a record of a case in point which would have borne me out. I think I drew the attention of the chairman to this very case some years ago.

3543. (*Chairman.*) Yes you did. It was a judicial decision. (*Witness.*) Yes.

3544. (*Mr. Jenkins.*) I believe it was said in evidence here that other quarry owners subscribe towards the maintenance of the Oakeley Quarries hospital—is that the fact?—I understood that it was said it was done *pro rata* some years ago, but that is not the case at the present time.

3545. What is the rule now?—Practically it is confined to our quarries, but in a case where an application is made on behalf of an injured man, and a guarantee is given for the payment of his expenses, he is admitted. I have seen cases from the Cwmorthin Quarry, for instance, being admitted. I believe Mr. Robarts paid the expenses of those men. He will correct me if I am wrong.

3546. And that is an arrangement open to everyone?—Admissions have been made in pursuance of applications in cases of that kind, and where the payment has been guaranteed.

3547. (*Mr. Evans.*) The question of the hours of working was referred to pretty fully by several of the men yesterday. Have you any objection to give us your opinion as to what is a reasonable time for a quarryman to work per day?—I should think that the time we work at present is about reasonable, when you take all the deductions into consideration before and after meal-time, &c. Of course, we ring or whistle in the morning at 7.30 at present, and we go on until it is more or less dusk.

3548. And what time do you call that?—It is 5.0 o'clock this week, and last week it was 4.45, but the men are not in their working places by a long way when the bell or whistle goes.

3549. Are they on the premises?—Yes, they are on the quarry premises, which are of course very extensive. It is the rule (and we say nothing to them), for the men to take sometimes 15 minutes to get to the various dining rooms, and they cannot do it in less time and to walk the distance most of the underground men have to do from their working places.

3550. That is, from the bottom?—Yes, and they do not leave the dining rooms again until the whistle goes, and it takes them about the same time to return to their various working places.

3551. What time do you usually allow for dinner?—Half-an-hour, at the request of the men.

3552. And do you consider that sufficient?—I have endeavoured to show you now that it is not half-an-hour that they take.

3553. But do you consider half-an-hour sufficient?—For them to eat only, do you mean?

3554. No, the whole time?—No, they cannot do it, and they do not do it.

3555. So that the half hour is only a nominal allowance?—Yes, that is it.

3556. In reality they get more than that?—Yes, about an hour, as regards the pitmen, but as regards the shedmen they work close to the dining-rooms, and it is only a matter of a few minutes for them to get to them.

3557. You consider that half-an-hour is sufficient for the men in the sheds?—Yes, and they think so themselves, for they made the application to reduce the hour allowed for dinner to half-an-hour.

3558. But you may be of a different opinion to the men?—I should rather see them take more than half-an-hour for dinner during the summer months.

3559. (*Mr. Jenkins.*) The half hour is simply for eating?—Yes, that is how I take it and look at the question.

3560. And time is allowed for the men to go to and from their respective working places?—We say nothing as to that, unless we find the privilege abused.

3561. (*Mr. Jones.*) You referred just now to an application having been made by the men,—what application was that?—We used to allow an hour at mid-day for dinner, and the men themselves made an application of their own accord to reduce it to half-an-hour, and that was granted to them.

3562. (*Mr. Evans.*) Is it half-an-hour all the year round, or only part of the year?—Yes, all the year round.

3563. (*Mr. Greaves.*) Can you give the Committee any idea as to the average working hours, taking the year all through?—I went into the question some time ago, but not recently, and I cannot give you an answer just now, because I do not remember my figures.

3564. (*Mr. Jenkins.*) You cannot give us the dates when the time changes?—No, I cannot.

3565. (*Chairman.*) What are the longest hours?—From 7.0 to 5.30.

3566. That is in the middle of summer?—Yes.

3567. (*Mr. Jenkins.*) And what are the shortest hours?—We ring at 7.30, and leave off about 4.45.

3568. That is the shortest day?—Yes.

3569. (*Chairman.*) Some of the men said yesterday that they had to arrive at the mills half-an-hour or three quarters of an hour before they can commence work?—They can surely put the tables in motion to saw the blocks.

3570. It would not take that time to put the table in motion?—No, but a circular saw will take about 20 minutes to saw a table-load of blocks or slabs.

3571. (*Mr. Evans.*) Can you put blocks on the table during that time?—Not very well. The quarriers are very much in the minority. For instance last pay, if my memory serves me aright, they numbered 476 as against 1,176 who use artificial light. To my mind the majority is a very big one—1,176 as against 476—and surely they ought to rule and govern in a matter of this sort, I should say.

3572. (*Mr. Jenkins.*) The above-ground men are in a large minority?—The shed men or quarriers are 476, as against 1,176, and the two together mean the total number of men employed at the Oakeley quarries.

3573. (*Mr. Jones.*) You mean to say exactly what we heard here yesterday, that the rockmen and labourers, and men working out can start at 7.30?—Yes.

3574. (*Chairman.*) All can start then with the exception of 476?—Yes.

3575. (*Mr. Jones.*) Is it the practice for the men to put their slabs on the table the night before?—Yes, it is.

3576. And then start the tables in the morning?—Yes.

3577. (*Mr. Greaves.*) You do not want much daylight for that?—No.

3578. And it is only for a short time, I presume, that that state of things exists?—For about two months.

3579. And there are 13 months in the quarry year?—Yes.

3580. (*Mr. Evans.*) I suppose it will commence at the end of November, and finish in January?—I do not remember the dates and months at this moment.

3581. (*Mr. Jenkins.*) They cannot do anything else except wait for the sawing machine to start?—They can carry the blocks to the heap (*tocyn*, W.) ready for splitting.

3582. (*Mr. Jones.*) They can make their *tocyn*?—Yes.

3583. (*Mr. Evans.*) Have they anything to do with the waste?—They have to carry the waste within reach of the clearers.

3584. Do the quarriers do that?—Yes; the quarriers carry the waste within reach of the cleaners.

Mr. CHARLES WARREN ROBERTS, examined by the Chairman.

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3585. You are the resident manager of the Llechwedd Quarry?—Yes, I am.

3586. Were you brought up as an engineer?—Yes, as a civil engineer.

3587. And have you had a great deal of experience in this country and abroad in civil engineering works?—I have had 22 years,

3588. In this country and abroad?—Yes; 7½ years abroad, and the rest in this country.

3589. I believe you can make some suggestions for improving the safety of the quarries?—I distinguish between accidents caused by falls of rock from the roofs and pillar-sides, and those caused from falls of rock from the working face of the bargain, for the reason that the conditions are so dissimilar. With regard to the latter, I consider that the bargain-taker should exercise every care and precaution himself, and that the lessening of accidents from this cause can best be arrived at by a careful observance of the special rules, and careful working on the part of the bargain-taker.

The prevention of accidents from falls of rock from the roof and pillar-sides is of a very different nature, requiring at times special arrangements and facilities (not at the command of the bargain-taker), before the examination and safety of the spot can be arrived at.

The Committee having invited suggestions with a view of ascertaining a more convenient method of testing and working upon unsafe places, I will, with their consent, endeavour to explain one or two methods that may be found more advantageous than those at present in use.

It has, I think, been admitted by everyone that the two requirements for efficiently testing the soundness, or otherwise, of a roof are by ocular and oral demonstration and of course this is very simple where the roof is within easy reach of the working face of the bargain, and my suggestions do not refer to this, but to cases where there are no means of reaching the roof without making special arrangements.

The difficulty of throwing a light upon the spot it is desired to examine has never yet been efficiently solved, as the Wells light, although in itself a good, powerful light, cannot be placed near enough to the object, and the view of the observer is rendered imperfect by the strong glare close to him. The testing of a spot 50 to 80 feet above the platform of a bargain can at present only be done with any certainty by erecting a ladder long enough to enable a man when on the top to examine the spot with a light, or sound it with a hammer. An apparatus that would do this, and be under the entire control of the operator standing on the floor or platform of the bargain would, if efficient in its action, greatly facilitate this work.

With this in view, I tried a contrivance a few years ago, but it was practically a failure. It, however, assisted me in knowing what not to do, and from the experience then gained an apparatus has since been devised and will shortly be tried.

I now pass on to the consideration of a method for facilitating the removal of any rock that may be found unsafe. The plan in vogue at present is to erect a long ladder, in order to reach the desired spot, and this often takes several days to accomplish, and when it is done it is only from the top of a very unstable structure that any work can be carried on. I should like, therefore, to suggest to the Committee a method which, if found practicable, will have many advantages over the present one.

Instead of a ladder, I suggest using a light steel telescopic mast, made in convenient lengths, with a taper of, say, one inch in every 10 feet. Thus, supposing at the top it had a diameter of 8 inches, a mast of 25 yards long would have a diameter of 15½ inches at the bottom. This mast would be up-ended vertically, and then telescoped out to the required height by special mechanical arrangements. The top length of the mast would be fitted with an appliance for securing the guy ropes to, and would also carry a pulley through which a rope would be passed before the mast was erected. Having erected the mast and secured the guy ropes, you have a vertical column of steel reaching from the floor of the bargain to the roof. Round the base of the column I propose to attach a light staging or cage of steel or other suitable material, constructed in two pieces, and fitted with a hand-rail. This cage being secured to the above-mentioned rope, can be hauled up to the top by means of a light winch, with the workman and his tools inside. Provision can easily be made to keep the cage from swinging as it passes up the constantly reducing diameter of the mast. By some such method as this, a steady level platform will be obtained, and more and better work done than is possible at present.

Accidents from cranes are, I regret to say, too frequent, many of them no doubt occurring through carelessness on the part of the men. From a careful study of this matter, I find the chief want is something that will sustain the load at any moment when the pressure is removed from the handles. This may occur from the men not being able to raise a heavy block without resting, when possibly one man may, by taking the weight off his handle, cause a sudden strain on the other one, wrenching it out of his partner's hand, or a handle may slip off the spindle in the act of winding, throwing all the strain on the other handle. It is true that a ratchet and pawl would overcome this, but it would be very inconvenient when it is desired to lower the block on to the trolly, and it would necessitate the man removing the pawl and throwing another one into gear for the descent of the block, and this many men would not trouble to do. For securing the suspension of the load, I consider the chain now used between the spur-wheel and pinion to be more efficient than a ratchet and pawl. With a view of carrying out these considerations, I had a crane specially made to work with a worm wheel, and although it was safe enough, the men did not like it, because it was so heavy to work and so slow, and I had to abandon it. Since then, however, an arrangement has been designed, and is now being constructed, and I have every reason to think it will answer the purpose required. It can easily be adapted to existing cranes.

With reference to the inspection of cranes, I consider the best inspectors are the men who are daily and hourly using the same, and who can report anything they consider out of order to the management.

Care is taken to provide the best material for the work, and all crane and rock chains are supplied free of charge to the men, and submitted to the Admiralty test, and each lot is accompanied by a certificate.

The simplest and best method of avoiding accidents from explosions is a hearty co-operation between the men and the management in the carrying out of the special rules, which I felt ought to be adopted by every quarry in the district. It is most important that men moving from one quarry to another, when seeking work, should know exactly what is expected of them in this respect.

Every care is taken to avoid accidents from other sources. All ropes are under the personal supervision of an expert, who examines every rope one or more times every month. Some ropes are examined weekly.

Of late years, all wagons have been constructed of steel, with continuous draw-bars, and with hooks and links of best material.

A person is specially appointed to make a monthly examination of the bridges, with instructions to report at once to the manager anything he considers necessary to be done. Of late years no suspension bridges have been constructed, but a general type of trussed bridge has been adopted. A tracing of this I beg to hand in. (Figs. 12 and 13, Plate VII.)

During the past two years a written report has been made by the underground foremen of any places that may be found dangerous.

I consider that the bargain-taker is the best and most likely person to daily, and even hourly, know the state of his bargain. His experience of it dates from the first day he worked in it; he has seen how every shot works, and knows all the weak places (if any) in it.

To avoid accidents generally, I believe the most important thing is that every man should feel that he has his duties, as well as the management, and should endeavour not only to secure his own safety, but that of his fellow workmen, by carefully complying with such rules that experience may suggest as needful.

During the past 18 years—1875 to 1893—there have been at the Llechwedd Quarry two fatal accidents from falls of rock from roofs, none from pillar-sides, and one from a fall of rock from the working face of the bargain.

Notwithstanding the fact that the workings have been going deeper, I am glad to say that during the past four years, although there has been work in over 100 bargains, no accident—fatal or otherwise—has happened from falls of rock from roof or pillar-sides.

Mr. C. W. Roberts.
17 Jan. 1894.

I should like to say a few words on the matter of "scribing," as it has been discussed at some length by several witnesses. The general opinion seems to place the cause of "scribing" to increased pressure as the workings extend downwards. For my part, I would say the *cause* of "scribing" was due to certain shocks from explosions on rock, under special conditions. "Scribing" has been stated to occur chiefly when the rock is large and free from natural joints, and as this state of things is generally found at the lower floors, it naturally occurs that "scribing" is more frequent there. A "scribe" having been started by a shot may under certain conditions of pressure extend itself, in the same way as a crack in the ice will. The amount and frequency of "scribing" depends, in my opinion, entirely on the nature of the rock, and the way it is worked.

Much has been said about dust in the mills, and it has been suggested that a spray of water would assist materially in reducing the tendency it has to rise in dry weather. I consider some such plan as this to be far better than ventilators in the roof, as these do not remove the dust owing to its being too heavy to rise through them, and they only act as inlets to rain and snow in stormy weather. Some eight months ago I decided to try the water spray, and pipes have been fitted in one of the mills with a view of trying this as soon as circumstances demand it. There has been at all times abundance of water available for any man to water his working place if so inclined. Doors are fitted in front of the dressing machines to prevent the dust from being stirred up by currents of air.

Every facility is given in the way of privies, there being 13 in all under and above ground, constantly flushed with a strong flow of water.

Evidence has been given that the drinking water at the quarries is contaminated and not fit to drink. For the information of the Committee, I have had the water from three different places analysed. In sending the samples up, I simply wrote and asked them to be good enough to give me an analysis of the three samples. I said nothing about them, or where they came from. No. 1 is a sample from a place underground, from which the men obtain their drinking water. No. 2 is from a well on floor 2, and No. 3 is from the water that is used in the dining-rooms. Carbonate of lime is reported to be "exceedingly abundant" in one of the samples, and the presence of this carbonate of lime, I take it, is a great advantage in a country like this. It is a water that is very much used by the men. Buckets and things are put there to catch it.

3590. (*Chairman.*) Which water is that?—The No. 1 sample, with the abundance of lime in it, which is of assistance in the formation of bone. With regard to the No. 2 sample, I may say that no special care was taken in taking it out of the well. It was simply taken out as a man might take a bucket of water from an ordinary well.

The following are copies of the reports:—

56, Hanover Street, Liverpool,
January 11th, 1894.

Analysis of sample of water "No. 1" from C. Warren Roberts, Esq., Llechwedd Quarries, Blaenau Festiniog.

	Grains per gallon.
Total residue on evaporation	28·00
The mineral salts are:—	
Chloride of sodium	Small quantity.
„ potassium	Trace.
Sulphate of lime	Abundant.
„ magnesia	Abundant.
Carbonate of lime	Exceedingly abundant.
„ magnesia	Very small quantity.
Oxide of iron	Small quantity.
Nitrates	None.
Phosphoric acid	Trace.
Lead	None.
Chlorine in chlorides	0·56
Nitric nitrogen	None.
Oxygen required for organic matter.	0·08

This water is hard, but is otherwise of fairly good quality. It is rather turbid, and deposits a considerable quantity of flocculent matter on standing. There are, however, no living organisms. It is free from sewage contamination, and may be safely used as a beverage.

Evans Sons & Co.

56, Hanover Street, Liverpool.
January 11th, 1894.

Analysis of sample of water "No. 2" from C. Warren Roberts, Esq., Llechwedd Quarries, Blaenau Festiniog.

	Grains per gallon.
Total residue on evaporation	8·75
The mineral salts are:—	
Chloride of sodium	Rather abundant.
Sulphate of lime	Small quantity.
„ magnesia	Very small quantity.
Carbonate of lime	Small quantity.
„ magnesia	Very small quantity.
Oxide of iron	Small quantity.
Nitrates	Small quantity.
Phosphoric acid	Trace.
Lead	None.
Chlorine in chlorides	1·05
Nitric nitrogen	0·14
Oxygen required for organic matter.	0·03

This water is rather curious. The total residue is small, and the oxygen required low, but the chlorides are rather high, and there is a small quantity of nitrates. Taking the water altogether, we think, from its turbid appearance, that in its collection a certain amount of impurity has got in, foreign to the water itself. In many respects it is a very good sample of water, and from its softness very suitable for domestic uses. It may be drunk with safety.

Evans Sons & Co.

56, Hanover Street, Liverpool.
January 11th, 1894.

Analysis of sample of water "No. 3" from C. Warren Roberts, Esq., Llechwedd Quarries, Blaenau Festiniog.

	Grains per gallon.
Total residue on evaporation	3·85
The mineral salts are:—	
Chloride of sodium	Rather abundant.
Sulphate of lime	Rather abundant.
„ magnesia	Trace.
Carbonate of lime	Very small quantity.
„ magnesia	Trace.
Oxide of iron	Trace.
Nitrates	None.
Phosphoric acid	Faint trace.
Lead	None.
Chlorine in chlorides	0·79
Nitric nitrogen	None.
Oxygen required for organic matter.	0·09

This water contains an unusually small quantity of mineral matter, and is extremely soft. A microscopic examination shows the absence of living organisms. The water is eminently suited for domestic purposes and use in boilers. It may be drunk with perfect safety.

Evans Sons & Co.

I should like to refer to some evidence given by two of the witnesses. One of them stated, when asked what were the principal dangers to which the quarryman is exposed, that "at the Llechwedd Quarry one dangerous "thing is the path from the underground up to the "bank," and went on further in answer to questions to say that there were no steps from the "old floor" up to the top of the incline. As a matter of fact these statements are untrue. There is a stairway from the lowest workings in floor F up to floor 2. From this point it is open to daylight, and although the men do use the incline from this point to No. 5 floor, no accident has ever happened on that account. As a precaution, however, I have since issued notices warning the men not to use this route, but to avail themselves of another, equally convenient.

The same witness also stated generally that the manager only adhered to the rules in so far as they enabled him to keep clear of the clutches of the law. I consider this a most unwarrantable statement, and it is utterly devoid of truth, as are also the statements that it is known beforehand when the Government Inspector is going to visit the quarry, and that rockmen are taken on without any reference to the management.

The statement by another witness about the dangerous state of a path in the quarry is much exaggerated, and there is no more danger than is to be found in the public streets when the roads are slippery.

With reference to the statements made about inquests, I have only to say that I entirely agree with the evidence given by Mr. Robert Roberts.

I wish to correct some figures put in with reference to the number of men residing in Blaenau who received sick pay from the Llechwedd sick fund, compared with the number under like circumstances who go home by train, as they give an entirely wrong impression. I may say that my figures have been obtained from the same source, viz., the book kept by the secretary of the fund. My figures go to show that in the year 1890–91, of those persons residing in Blaenau 44 received sick pay and not 62; of those going by train, 68 instead of 40. In 1891–92, of those residing at Blaenau the figures are 51 compared with 87, and going by train 105 in place of 68. 1892–93 shows that 45 of those living in Blaenau received sick pay, and not 71; and those going by rail receiving the same pay were 67 compared with 44.

3591. (*Mr. Evans.*) What reason can you give for the difference in the two sets of figures as to the sick pay?—I cannot say how Mr. Rowland Jones arrived at the figures.

3592. (*Mr. Jenkins.*) He told us that he had obtained the figures from the secretary of the sick fund, Daniel Williams. (*Witness.*) I do not know what he asked the secretary for. I felt at the time that the figures were erroneous.

3593. It was not Owen Rowland Jones's statement, but the figures supplied by Daniel Williams?—I do not know whether Daniel Williams understood what was wanted at the time. They are no doubt erroneous owing to a misunderstanding as to what was wanted. I do not suggest that they were purposely given wrongly.

3594. We asked at the time whether Daniel Williams would give evidence himself?—Yes, so I believe.

3595. (*Chairman.*) What is the general conclusion you arrive at from the figures as to the sick fund—that the men who travel are as healthy as the men who live in the place, or what?—There are conditions that are to a certain extent against them; their having to travel up and down every day and that is especially so in the winter months.

3596. We had it from a witness yesterday that he was better off than he would be if he lived at Festiniog. He stated he had his house cheaper, and did not live in such a rainy district, and he considered himself better off by living in the country instead of the town. What do you say to that?—Very likely it is so.

3597. (*Mr. Greaves.*) You deduce from your figures that the men who live at a distance are not so healthy as those who live on the spot?—They receive more sick pay.

3598. (*Mr. Jenkins.*) That corresponds with the figures we have had as to the Oakeley Quarries, which were supplied by the secretary of the sick fund?—That I do not know.

3599. But the figures we had yesterday show an opposite result?—Yes.

3600. (*Chairman.*) When are your new roof-testing apparatus and crane appliance likely to be ready for use?—I shall be glad to give a description. With regard to the former, it is simply an apparatus to test whether a roof is sound or otherwise. The arrangement consists of a series of light rods which can be screwed or fitted one into the other. The top length has fitted to it an arrangement for fastening guy-cords to. I propose to fix a lamp—electric by preference—and on the other side a microphone may be fixed if found necessary. Attached to the top of the rod is a light pneumatic hammer. The hammer is connected in the ordinary way by a piece of india-rubber tubing, which can be worked by the operator below, and this hammer will strike the roof. The sound made by the hammer will be transmitted to the operator direct or taken up by the microphone and carried to a receiver at the ear of the operator, by which means he will be able to detect any graduations of sound. At the same time the light will throw its rays on the exact spot to be examined. I have tested at a distance of 18 miles the various sounds that can be made by tapping a wall, and it is very easy to distinguish them, and say whether it is hollow or not.

3601. And when do you think you can get that apparatus actually tried in practice?—It will be a case of a few weeks.

3602. What about the improvement in the crane?—The object of the design is to make the thing automatic. A ratchet has this difficulty; though it will hold the load while it is being lifted up, the pawl must be removed before the load can be lowered again. In order to remove the pawl the weight must be taken off, and before the load can be safely brought down again another pawl must be put into gear. In the case of a sudden jerk the pawl pin is apt to fracture, and that may happen and never be seen by anybody, unless it were taken off. In the new appliance a grooved friction wheel is mounted on the first motion shaft, and in contact with this works a similarly grooved eccentric or cam. When the load is being lifted up, neither of the wheels bite; but the moment anything happens, such as a handle coming off, the upper friction-wheel bites at once into the lower one and keeps the load suspended. It is instantaneous in its action.

3603. How would the friction wheel act when lowering?—The action of disengaging the friction wheels will put a brake into action.

3604. (*Mr. Greaves.*) It will be a self-acting brake?—Yes, automatic.

3605. (*Mr. Jenkins.*) Would that make the crane heavier to use?—It would not affect the working of the crane at all. While you are winding the block up the apparatus is not in action, but the moment a sudden strain comes on the handle it would come into action immediately.

3606. (*Mr. Jones.*) Would it materially add to the weight of the crane?—It would add to the dead weight of the crane by so many pounds of iron, but not to the working of it.

3607. Would it add many pounds to the weight?—No.

3608. A suggestion was made yesterday with regard to having a pin or a chain between the pinion and the cog-wheel; what do you think of that?—I have already referred to that in my remarks.

3609. That is what you had in view?—Yes; I do not like it at all myself. It is all very well for small machinery, but not for heavy weights. There is an element of danger in it.

3610. (*Mr. Greaves.*) The element of danger is the pin?—Yes.

3611. (*Chairman.*) Do you think it would be advantageous if the sides of the pillars could be cut by machinery?—I should think that anything that can be done by machinery is advantageous.

3612. Instead of trusting to blasting entirely, that you should cut the pillars vertically?—Yes, if it could be done with any commercial success it would certainly be an advantage.

3613. What would be the greatest depth you would want to have each separate cut?—It depends upon the thickness to be worked.

3614. Would a machine that would cut 10 feet each time be sufficient for that purpose?—Yes.

3615. With regard to ladders, I believe you have had some experience with telescopic ladders?—Yes, I think I had the first that came into this district, and they proved very beneficial indeed.

3616. Do you think that the use of the electric light in the quarries would tend to safety,—for instance, that with plenty of light at passbyes, and sidings, and inclines, accidents would be avoided?—I have found it very advantageous at Llechwedd, because it enables the men to be quite sure that they have placed the chain round the block properly. They get a very bright light to work in. Unless the block is securely fastened it is very liable to cause an accident when going up the incline. In that connexion, I should like to say a few words. A witness yesterday made a great point as to the way trolleys should be made. He objected to the trolleys with three cross-bars on the top, and he said he objected to them because the middle of the trolleys should be left perfectly free to secure the block. I have here a sketch of a trolley which I made about four years ago. In the centre it is kept quite clear, and there is a special arrangement to keep the chain from slipping.

3617. (*Mr. Greaves.*) And those are made of iron?—Iron or steel.

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3618. And they are in general use at the Llechwedd Quarry?—We have about 60 of them.

3619. (*Chairman.*) Your experience is that electricity will conduce to safety?—Yes, that is my experience.

3620. Would you mind describing what you mean by "scribing"?—"Scribing" to my mind, is an artificial way of making what we may call a "rent." There may be a want of natural joints in the rock, and the men, in blasting, cause these "scribes" or rendings in the rock, which are due to the natural properties the rock has of rending.

3621. Would you define "scribes" as rents produced in the pillar by blasting near it?—"Scribing" occurs more in the working face of the bargain. I am speaking from my knowledge of "scribing" at Llechwedd, and there is very little there.

3622. (*Mr. Jones.*) In the pillars?—Yes.

3623. (*Mr. Greaves.*) They "scribe" in this way, I believe,—the powder, failing to reach the natural joint, makes a joint for itself?—If there is no bedding joint the men put in a hole to split the rock, and if the rock is of a certain nature and the hole is not made long enough, it will very likely cause a "scribe" instead of splitting the rock. That depends upon the nature of the rock. Some rock is sharper than others, and the sharper the rock the more tendency to "scribe."

3624. (*Mr. Jenkins.*) Is there a tendency in the rock in your quarry to "scribe" without putting any hole whatever in it?—Such cases have been known, where the rock is very large indeed and there are no joints in it, and after cutting a free bottom.

3625. Is it more apt to do that in the lower parts of the quarry or in the upper?—It is apt to do it where the rock is long. It is due, in my opinion, to an absence of natural joints.

3626. You have not noticed whether it is more apt to occur in the lower part?—Yes, it is; but it is not due to pressure, if that is what you are thinking of.

3627. (*Chairman.*) It is not due to pressure?—No, not entirely, because if that was the case you would imagine it would be found in the New vein; but there it is almost an unknown thing.

3628. (*Mr. Jenkins.*) Then you do not attribute it to pressure?—No, I do not.

3629. How do you explain the fact that you cannot get a pillarage when you are cutting the eastern side of the pillar, whereas if you bore a hole at the entrance of a level where there is no pressure, you could get a good pillarage, the same as you would get in the middle of the rock? You can see pillars in the lower parts of the Oakeley Quarry where you cannot get proper pillarage, but if you bore a hole on the same line as the other holes at the bottom of the level you would get it there. How do you explain it?—The circumstances are very different. At Llechwedd it has been the practice to leave the whole of the whinstone dykes, and the walls have been tied together by a series of cross-braces, so that the whole of the walls are held together in that way. (Fig. 11, Plate IV.) The circumstances of the quarries may be different. I do not know whether they exist at the Oakeleys. I am only speaking of what I know at Llechwedd. If a "scribe" is started by a shot, lateral or indirect pressure may cause that "scribe" to extend. I think it frequently happens that it does.

3630. (*Mr. Jones.*) What about the true line of your pillaring and the true line of dip of your rock; do they coincide in your quarry?—From which plane do you mean?

3631. Does the line of "pillaring" run at right angles to the strike of the "clay slant"?—Very nearly.

3632. Do you know the difference between your quarry and the Oakeley?—No, not thoroughly.

3633. I think I know it, and that you are much better off than the Welsh Slate Quarry in that respect. Your line of pillaring runs nearly at right angles to the line of strike?—Yes, nearly.

3634. So you have no "scribing" at the Llechwedd quarry?—We do not have very much.

3635. What is the pressure above your quarry compared, say, with the bottom of the Welsh Slate Quarry?—I might give you an answer in millions of tons, but I do not think we would be much nearer.

3636. Is it greater or less than it is there?—It is far greater in the Oakeley, I should think.

3637. What is the angle of your vein,—the dip of the vein?—It averages 22 degrees.

3638. And what is it at the Oakeley?—I believe it is 32° to 35°.

3639. What is your cleavage again?—34 or 35 degrees. There is a difference of about 13 degrees between the dip and the cleavage.

3640. Is that all?—Yes.

3641. The dip of the strata is 22 degrees?—Yes, 22° is the average.

3642. What is the thickness of your vein?—About 24 or 25 yards at right angles to the bedding.

3643. Do you go lower down in the New vein in your quarry than floor B?—Yes, in another part of the quarry. The section I have put in shows the method of working to retain the whinstone dykes.

3644. Do you think, as far as your general experience goes, that "scribing" is not due to pressure?—It is my opinion that the cause of "scribing" is not due to pressure.

3645. What size are your pillars generally?—Owing to the peculiar circumstances of Llechwedd, the chambers and pillars are laid out to be 22 yards at right angles to the line of pillaring, 10 yards are taken up by the pillar, and 12 yards by the chamber, but in many cases the chambers are not 12 yards, and the balance remains in the pillar.

3646. Suppose you have a thickness on the west side of the chamber and east side of the pillar of four feet, and you put a "pillaring" hole there, do you know as a matter of fact that it "scribes" within a few inches to the top of the hole at the Oakeleys?—It is very possible, though I should not say that I know it as a fact. It is possible, because the rock is what the men call "sharper."

3647. Suppose we go exactly at a right angle to that hole, and take a piece of the same layer of rock, and make exactly the same operation there, what would be the result,—what would you expect?—I should say it would pillar better.

3648. Why?—Because a man on that side of the chamber can drill his hole on the dip of the pillaring.

3649. Let the hole on both sides be exactly on the line of pillaring, and the split be exactly what you would desire, and take simply the sharpness of the stratification,—the men know it in practice, and they will cut it out as pure and healthy as you could wish it. I believe it is due to pressure, and you know very well that pressure in stone will "scribe" at an angle of 45 degrees to the line of pressure?—(*No answer.*)

3650. I am putting line of pressure, and not line of cleavage?—It is very hard, of course, to find out where the line of pressure is.

3651. (*Mr. Evans.*) It may vary very considerably?—Yes.

3652. (*Mr. Jones.*) Do you not think that the greater "scribing" in the Welsh Slate Quarry is due to the fact that the pressure is not at right angles to the bedding there, as it is with you?—It is the lateral pressure.

3653. Does not that lead you to suppose that the real cause of "scribing" is the pressure in some direction other than at right angle—suppose we call it an unfair pressure?—If I have a piece of soft deal, with a knife I can split it, but with lateral pressure I can cause it to break or fracture very similar to a "scribe."

3654. You mean an unskilful way of cutting it?—I am referring now to the lateral pressure. A piece of wood will follow a sort of line of cleavage with a penknife, but with lateral pressure it will cut right across.

3655. (*Mr. Jenkins.*) As your pillars are cut more perpendicular, is the quarry safer in consequence?—I believe that the great factor in the Llechwedd quarry is the fact that we have no *bön*, which is, I think, a source of great weakness in a quarry. Instead of having very long walls, they are intersected by these dykes which have been left

3656. And owing to that fact, is it safer?—Yes, I believe it is an element of safety.

3657. You would require only a 25 yards ladder to reach to the top if you were simply working one vein, would you?—Twenty-five yards would in most cases reach the top.

3658. In the Old vein?—Yes.

3659. Have you worked two veins together?—No, except in one or two cases where the "hard" was very thin. The usual roof of the New vein is the "chert" or a whinstone dyke.

3660. What would be the length of a ladder from the hard underlying the New vein to the clay slant?—About 45 yards.

3661. (*Mr. Greaves.*) Then the whinstone dyke forms trusses as it were?—Yes, they are lateral cross-ties, and they are very stable in consequence.

3662. You consider a great length of opening and very long pillars a great source of weakness?—Yes, I do.

3663. Do you think if trusses were left as artificial supports it would tend to maintain the stability of the pillars? Yes, failing the whinstone dykes, an artificial rib would no doubt be a great source of safety.

3664. Parallel with the strike?—Yes.

3665. (*Mr. Jenkins.*) Do you attribute the weakness of the pillars to their length, or what?—A great deal to their depth vertically.

3666. More than to their length?—Yes.

3667. (*Mr. Evans.*) Can you give us the length of the whinstone dykes?—The dip of a whinstone dyke is to all intents and purposes the dip of the cleavage.

3668. Do they follow it in both directions?—Yes, though you do see some that are not so. In Llechwedd they follow the vein parallel with the line of cleavage.

3669. (*Mr. Jenkins.*) You will have to re-open underneath these whinstone dykes?—If a dyke comes under the vein we work the chamber in two places. We work from the clay slant first of all up to the rock line above the dyke. A yard or more is left, and a level is driven through and a new "roof" made and the chamber is re-widened. The cost of that is about the same as it would be to remove it all away, but the result is very much better.

3670. What would be the depth of the portion left there?—It would extend up to the floor.

3671. I mean the thickness of it?—They vary very considerably. You may take three yards as the average, including the slate rock on it.

3672. (*Mr. Jones.*) The whinstone dyke is three yards?—Yes, with the slate rock on it,

3673. (*Mr. Jenkins.*) And care is always taken that the lower chamber is opened underneath the other chamber and not underneath the pillar?—Certainly.

3674. Would it be a source of weakness to open a chamber under the pillars?—Yes, certainly.

3675. You arrange those chambers scientifically?—Yes.

3676. And not by rule of thumb?—No, certainly not.

3677. (*Mr. Greaves.*) With regard to the general question of roofs, and the examination of roofs, can you describe the method which you usually adopt for the examination of roofs generally?—I have the Wells light, and it is a very useful lamp. Some few years ago, however, I obtained a magnesium ribbon lamp which I have found of very great use indeed. It does not carry out everything that one wants, but it is an improvement, and can be used at any moment. I have one here now for inspection. (*The lamp was brought in and described.*)

3678. (*Chairman.*) Who is the maker?—I do not know. I purchased it from a man named Moses, in Red Lion Square, London, but he has disappeared since then, and I do not know where he has gone to.

3679. (*Mr. Jenkins.*) How long will it burn?—If a man is careful, it will go on as long as the coil lasts, say for a couple of hours. The coil is easily replaced, and they cost about 1*s.* 6*d.* each.

3680. And you find it very advantageous in many ways?—Yes, it is in daily use.

3681. (*Chairman.*) What is the price of the lamp?—I think it was something like a couple of pounds. The magnesium ribbon is very cheap.

3682. (*Mr. Greaves.*) If you discover anything wrong with a roof, what method do you adopt for making it safe?—Up to the present it has been the old-fashioned method of raising ladders. We have not had much trouble in that respect lately. There have been no accidents for the last four years.

3683. What effect has length or depth of pillars on their stability?—I answered that just now; every yard the pillar goes down renders it less stable.

3684. What do you consider would be the best mode of strengthening the pillars which become very long?—The mode I have suggested just now.

3685. In the absence of the natural cross-ties to leave some of the rock itself?—Yes.

3686. Is there any record kept in your office of the unsound places?—Yes, and of what is done to them.

3687. And of any complaints made by the men?—Yes.

3688. I believe that the crane you mentioned is not mere theory, but that it is already being constructed?—It is not theory, but I can hardly say that it has been practically tried yet, but I will try it as soon as it is ready.*

3689. We have had something said about the ventilation of underground quarries. What do you consider generally the best means of maintaining ventilation?—Do you mean artificial ventilation?

3690. Ventilation generally, in the case of the miners?—If you cannot get natural ventilation, you must adopt an artificial method.

3691. What is your experience as to that?—The best thing I have applied is a little fan working by an electric motor. It has been very successful. I think Dr. Foster has seen it, and Mr. Evans also.

3692. You think that better than a common fan?—Yes. I have known it blow my lamp out at a distance of 8 or 10 feet from the end of the pipe line which was over 200 feet long, whereas in the case of a man working a fan you would not feel any air at all scarcely.

3693. What do you consider the best form of bridge for underground working?—I have put in a drawing of a bridge. It is a trussed bridge, and does not rely upon any support from the roof. It is self-sustaining. (Figs. 12 & 13, plate VII.)

3694. Have you made any special rule as to the load these bridges are to carry?—Yes, only one loaded waggon is allowed upon them at a time. Shots are sometimes fired, and I have known cases were the tie-bars have been broken. It is a wise precaution never to allow more than one loaded waggon to be on the bridge at one time, though it is capable of sustaining a good deal more weight. Statements have been made that all I do is to keep clear of the clutches of the law. I hand in copies of some notices that I have in force at the quarry, and of that referring to explosives: every man has had a copy to put on the lid of his powder chest. The notice about the bridges was put up in the same way some years ago.

3695. We had it in evidence on the first day that considerable danger arises from the method of winding waggons from the bottom of the quarry, and it was said that there was great danger from six to nine waggons being attached to the end of the ropes. What is the length of your incline?—The longest length of rope is 560 yards.

3696. What description of ropes do you use?—We use the best, what they call "special steel wire ropes."

3697. What is the gradient of the incline?—About 1 in 2½.

3698. What is the maximum load?—You may take 8 tons as the maximum load.

3699. And what is the margin?—A factor of safety of eight, which is more than ample where the winding is at a slow rate. Where the speed is very low, a factor of six would be enough.

3700. Are any means adopted of lighting the incline?—Yes, in many places there are electric lights, especially where the waggons are hooked on to the ropes.

3701. And in your opinion they add to the general safety of the incline?—Yes.

3702. You have the electric light at the quarry?—Yes.

3703. And it is used for many purposes?—Yes, for lighting, pumping, rock-drilling, and fan-driving.

3704. And not only underground, but above?—Yes, it lights the office, sheds, carpenters' shops, and places of that kind.

* The crane was tried on February 20th and found to work very satisfactorily.

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3705. (*Chairman.*) Is it worked by a turbine?—Yes.

3706. And you utilise the water that formerly ran to waste?—Certainly.

3707. (*Mr. Greaves.*) I do not think it came out quite clearly, you said you had been connected with slate quarries for 22 years?—No, I was asked as to my experience in civil engineering.

3708. Have you an intimate acquaintance with most of the quarries in this district?—I have, extending from 1873 to the present time, with a short interval abroad.

3709. What experience have you had in the other quarries?—I have been professionally engaged in all these quarries at one time or other, with the exception of the present Lower Oakeley.

3710. Making surveys and so on?—Yes.

3711. (*Mr. Jones.*) Had you not some experience in other quarries?—Yes, I had, in Carnarvonshire, since 1873. My connexion with quarries commenced in that year.

3712. You stated just now that one great advantage you have at Llechwedd is that you have no "*bôn*"; what do you mean by that?—At Llechwedd the nose of the mountain rests on the solid ground. Had there been a *bôn* cut from the roof or clay-slant it would leave, east and west, a long length of rock of considerable depth, perhaps, which was not resting on anything but the edges of the walls. That *bôn* is subject to the various atmospheric influences, rain and frost and so on, and there is a greater weight on the top of the walls than when resting on the ground itself.

3713. Then really that end of the quarry is closed?—Yes, to all intents and purposes.

3714. And there is a mass of solid rock there?—Yes.

3715. (*Chairman.*) Your quarry, I gather from you, is safer from the fact that there is no *bôn* at the outcrop of the vein?—Yes, that is one element.

3716. (*Mr. Greaves.*) It would be your recommendation that a *bôn* should not be cut in a new quarry?—Yes, I would advocate that.

3717. (*Mr. Jones.*) You would not run the chambers up to daylight?—No, except for ventilating purposes.

3718. (*Chairman.*) Is not running chambers up to daylight a different thing to cutting a *bôn*?—I think Mr. Jones means to "roof up" to daylight for ventilation.

3719. (*Mr. Jones.*) Suppose you have a vein dipping down at a certain angle to the ground, would you work it an open quarry as long as you could clear the top, and afterwards sink down, and that is what you would want to avoid?—Yes, I do not believe in the compromise between the *bôn* and an underground quarry.

3720. (*Chairman.*) The combination of the two makes it rather unsafe?—Yes.

3721. (*Mr. Greaves.*) You do not find that the pressure, as you go down, affects the pillars in any way?—There is nothing to show it.

3722. In fact you would almost have greater confidence in working a wide opening deep down rather than near the surface?—Yes, because experience proves that it is the top floors that become dangerous from unstable pillars or roofs.

3723. (*Chairman.*) May that not be due to disintegration from atmospheric agencies?—That is not so in this case. It is closed.

3724. (*Mr. Jones.*) With regard to the electric light, what is your experience; can you use it in every part of the work of the quarry?—No, I never do advocate it for that. I do no not believe it is adapted for the practical working of the rock. A man wants to be able to put a candle at any point, in order to get the light exactly where he wants it.

3725. (*Chairman.*) Are you aware that there are quarries worked underground with the electric light advantageously?—No, I am not aware.

3726. Having two large arc lights lighting up the chamber from both sides, where a large number of men are working?—In this case we should have to move a pair of arc lights in each chamber about a dozen times a day.

3727. Ninety men were working there, and it was the only working place in the quarry?—That is, of course, very different to our quarry. Every time the blasting operations were carried out, the light would have to be put out.

3728. (*Mr. Jones.*) It would put them out, would it?—I do not say that. It would destroy them in time.

3729. What about the expense?—When you have water to generate it, it is the cheapest light you can get.

3730. For general use in the quarry?—Yes, and everywhere else too.

3731. Could you use it for the purpose of making places safe?—Yes, but only as a means to an end.

3732. (*Chairman.*) You have said you think it tends to promote the safety of the men in the quarry?—Yes.

3733. It enables them to see the dangers?—Yes.

3734. (*Mr. Jenkins.*) But what about using it for the purpose of taking down the dangerous parts?—I think it would be of great advantage.

3735. And you could apply it?—Yes, certainly, There is not the slightest difficulty in applying the electric lamp there.

3736. (*Mr. Greaves.*) You can carry your cables anywhere?—Yes.

3737. (*Mr. Jones.*) Would it answer as well as the limelight?—Yes, better. There is a certain amount of smoke there, whereas with the electric light it can be placed close to the spot you want to examine.

3738. (*Chairman.*) Do you find that surveying is satisfactory, as a rule, in the district; have you noticed that there have been mistakes made? I only put it generally?—I do not think I shall be treading on anybody's toes, if I say there have been mistakes.

3739. And have there been some bad mistakes sometimes?—Possibly.

3740. Do you think it would be of advantage to the district if there were some technical training in surveying?—Certainly I do. I have always felt that. I should like to suggest that there should be in this district one or more true north points laid down. We talk about the angle of pillaring at the quarries. It is about 15 degrees at the present time at Llechwedd.

3741. Taking the magnetic meridian?—Yes, it will be something else next year.

3742. You would advocate that a permanent true point should be laid down?—Yes, I should like to have two or three laid out.

3743. For the convenience of surveyors?—Yes.

3744. Yesterday we had some evidence given to us about a method of working underground quarries by filling up instead of leaving the chamber open—to fill it up entirely with the slate rubbish. Have you given any attention to that matter?—Yes, I have. About 15 or 16 years ago I was consulted by some people in Cumberland, and that was the system that I recommended there, and it was carried out.

3745. And is it being worked successfully there?—I know the quarries are going on.

3746. What is the name of the quarry?—The Honister quarries.

3747. Do the conditions there resemble those in this district?—No. I advocated that plan there under the special circumstances of the case.

3748. Do you think that a filling-up method could be applied to the Festiniog quarries?—No, I am certain if could not be.

3749. Why?—Looking at the suggestion made yesterday, it was meant that the whole of one floor would have to be worked away, leaving the roof, say, 50 feet above—an artificial roof for the whole of the length, which may be taken at 210 feet on the platform level of the floor, and considering that there are "bevels" and a multitude of joints, I think the probability is that the death-rate would be materially increased if the system were adopted here. The proposition was that first of all you go down to the lowest floor, say to floor 10. Then roof up from floor 10 to floor 9. Then work away the rock, leaving the slate vein above you. After the whole of that chamber has been worked away, you then begin to work the next floor, taking the rubbish from that floor to fill up the other. I think the witness said the first rubbish would have to be carried away. To think that in Festiniog you could work a chamber from clay

slant to "chert," a distance of 200 odd feet, leaving the jagged edges of the slate rock above you, is quite impracticable.

3750. (*Mr. Jones.*) What about the quantity of slate that you could turn out from that kind of quarry. Suppose you were to adopt that system at the Llechwedd Quarry, what could you turn out?—Do you mean from one chamber?

3751. From one floor; you can only work one floor at a time?—The output would be very much less than it is at the present time. It would be a very slow way of developing the quarry.

3752. Is it not your experience that quarries pay on the amount of produce that you can turn out?—Yes, to a very great extent.

3753. (*Mr. Greaves.*) You have never been to the Park Quarry?—No, but I know the system quite well. In fact, as I have already stated, I advocated it many years ago. The conditions here are quite different. The dip of their vein is 42 degrees, and ours is 22°. The thickness of the vein there is 20 yards, compared with over 70 here.

3754. You know the system perfectly?—Yes, very well.

3755. Do you know the Nantlle Vale at all?—Yes.

3756. Do you think this system could be adopted there?—I think there are too many joints myself, at Nantlle. There are such a great number of joints in that district.

3757. (*Mr. Evans.*) And there are upright joints there which would be against it?—Yes, I should think so too.

3758. You have referred to one or two points that we have had evidence upon. One matter was the path to your quarry. Would you like to enlarge upon that, and describe the paths?—I should like to state that the evidence given on that point was very incorrect, to say the least of it. It was stated that there was no path further than the Old Floor, and that the men had to walk up the dangerous incline from there to the top. As a matter of fact, the path extends to floor 2.

3759. What is the nature of that path?—There are a series of steps in old "roofing shafts." Where they are in old bargains handrails are put. (Plate I., fig. 1.) There are a series of steps for the men to ascend without going on to the winding incline.

3760. (*Mr. Jenkins.*) Does that go up the incline?—No One flight of steps is parallel with the incline.

3761. Which path are you referring to now?—The path from the Old Floor.

3762. Will you describe the path there?—Beginning on the floor 2, and going down to floor 1, it consists of a stairway for about half the distance, and in the lower half stones are laid to prevent the men from slipping, with a handrail going down the whole way from top to bottom.

3763. What is the distance from that path to the rails of the incline?—You mean to the edge of the nearest rail?

3764. Yes?—To the nearest rail the distance, I think, would be from 3 to 4 feet.

3765. Is it light enough for the men to walk up and down there without any artificial light?—One can tell the time by one's watch there, at any rate.

3766. You can do that?—Yes, and as a matter of fact, they put their candles out when they get there.

3767. (*Mr. Greaves.*) Is that path on the same level as the incline?—It starts there, but very rapidly rises above it, so that in a short time you are 6 or 7 feet above the incline.

3768. (*Mr. Evans.*) So that it is quite safe?—Yes.

3769. (*Mr. Greaves.*) As a matter of fact, has any accident ever happened there?—Never.

3770. Or anything approaching an accident?—No, not to my knowledge.

3771. Has any complaint ever been made by the men as to the path?—No, none whatever.

3772. (*Mr. Jones.*) Will you please describe that path again?—From floor 1 you go down some steps, and above the steps leading from floor B there is an electric lamp. These steps were referred to by one of the witnesses as being exceedingly slippery in frosty weather. There is moisture there which, of course, freezes in frosty weather, the same as on the road. From the top there are eight or nine steps, and then there is a flat before you go to some other steps, so that there is no danger if a man does fall, and there is plenty of light there.

3773. So that the path from floor 1 down to the bottom of the quarry has no connexion with the incline?—No, none whatever.

3774. (*Mr. Jenkins.*) When the men get up to floor 2 along the path which is by the incline, are they required to go along the incline from that point?—No, they are not. There is another way.

3775. Are they forbidden?—They are warned not to go.

3776. Is that incline double from that point upwards?—It is treble. There are three lines.

3777. Is one of those lines in a line with that pathway in the lower part?—No, but it is parallel with it.

3778. The upper part is not in a line with it, so that if a rope broke on the incline in the upper parts, would it go down to the lower path?—If the wagon kept the rails it could not, because it would go down on one side of it.

3779. Or descend in a line with it?—No, a line with these steps would strike the wall beyond.

3780. (*Chairman.*) Is there any safer pathway in the district than the one you have going down to your bottom workings?—I do not know of one.

3781. And have you visited most of the other quarries?—I have.

3782. (*Mr. Jones.*) On which side of the incline do you put the extra rails?—On the west.

3783. And on which side is the footpath?—On the east. I may say that there is no need to cross the incline to get to the footpath. There is a foot-bridge over.

3784. (*Chairman.*) Another point to which reference was made yesterday by several of the witnesses was the eight hours day,—what do you think of that question of hours?—I think the men are better off now than they would be with eight hours.

3785. You mean that they do not work eight hours?—No, not on the face of the rock, taking the year all through.

3786. (*Mr. Greaves.*) They do not work eight hours on an average?—No, I do not think so, but I would not like to pledge myself without going fully into it.

3787. (*Chairman.*) How many hours do they work now?—The whistle goes at 7.30 a.m., and a man gets to his working place at 8. He starts away again at 11.30 for his dinner. He begins to go down again at 12.30, and gets back to his work about 1, and he goes out again in the winter at about 3.30 or 4, to "*codi cerrig*," *i.e.*, to remove from the mills to the banks the slates made during the day, and if the whistle goes at 4.45 p.m. there is half an hour or so for that.

3788. You mean that he goes to help his partners for that half hour?—Yes, to take the slates from the mill to the bank.

3789. (*Mr. Greaves.*) What is the greatest distance from the dining rooms?—Some of them are a very long way.

3790. And that accounts for the long interval?—The men sometimes have to go almost half a mile,—the workings are so extensive underground.

3791. And many of them have to go up a long distance along this path?—Yes.

3792. And on an average it takes them half an hour to get to the dining room?—Yes. Eight hours from whistle to whistle would mean six hours on the rock.

3793. (*Mr. Jenkins.*) You mean the time from whistle to whistle?—Yes, that is what people generally do mean.

3794. (*Mr. Evans.*) You call it working time from whistle to whistle?—Yes.

3795. (*Mr. Jenkins.*) The men really do work during that time,—they are on the premises,—some of them generally carry the tools with them to the smithy?—Yes, they are engaged on their occupation, though not engaged on the face of the rock.

3796. Do you think that eight hours is too short for the men to work at these quarries?—I think it is too short myself.

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3797. Have you any reason to give us for that opinion?—I can give you my opinion if you want that.

3798. Have you had occasion to work the men for 8 hours at any time lately, or had you to shorten their hours when you had a drought?—There was a good deal of misconception about that. It did not affect the working hours of the men because they had other work to do in the mills. When the water was not available in that particular mill, they could prepare blocks ready for the tables, and so on.

3799. For what time were they working then?—They were working from their ordinary time in the morning until about 4 o'clock.

3800. Altogether?—Yes.

3801. Would that be much more than 8 hours?—I suppose it would not. It would be about that.

3802. What is your experience on that point. Did you produce fewer slates at that time?—It is rather difficult to say, because there were peculiar circumstances connected with it. There seem to have been peculiar circumstances connected with that, and I do not know whether I am at liberty to go into the matter.

3803. (*Chairman.*) Did you find that the men did as much in those hours as they did in the longer hours?—If every slate industry in this country and abroad went in for an 8 hours' day I should see no objection, but if you have to compete with other countries I fail to see the advantage.

3804. (*Mr. Evans.*) Then you do not think that as much work can be done in 8 hours as is done now?—I know I can do more work in 10 hours than in 8.

3805. (*Mr. Jones.*) What are the best months for the production of slates, in your opinion?—About March and September, because the atmospheric influences are more favourable.

3806. (*Mr. Evans.*) And not October?—Yes, September or October; October does not make much difference.

3807. (*Mr. Greaves.*) If the nominal 8 hours' day were established, it would practically mean 6 hours' work on the rock?—Yes, about 6 hours would be the absolute work on the rock.

3808. (*Chairman.*) You prefer letting the men have a good hour's rest in the middle of their work, rather than work 8 hours right off?—Yes, I think it would be far better for them.

3809. (*Mr. Jones.*) What is your opinion about Saturday; would you advocate 8 hours on Saturdays?—No, I do not think I would.

3810. (*Mr. Jenkins.*) Do you think that going out for dinner from a deep mine is not so much labour?—It is, no doubt.

3811. And also returning to work?—Yes, undoubtedly.

3812. Would not a man be better off if he worked that hour, and had it at the end of the day?—In theory, he might work that hour, but I am positive he would not do it in practice; he would have something to eat.

3813. Yes, they do in lead mines. They work 8 hours, and they take enough time to eat, but they do not go out. They perhaps take 15 or 20 minutes for their mid-day meal. What do you think of that system?—Very often, when you meet a man leaving before his time, he has always some excuse, so that he will always find excuses whether he takes time for his dinner or not.

3814. (*Mr. Greaves.*) Do you think a man can exert his best energies for a space of 7 or 8 hours without a break?—No; I do not think he could. Many men who come from long distances suffer considerably compared with others who live close by. There are men who start at 5 o'clock in the morning, and they have an hour's journey by train, and the same again in the evening. I do not think these men can possibly have the same ability to work, physically, as a man who comes fresh to his work from his home in the district.

3815. (*Mr. Jones.*) Have you seen men who worked for 8 hours at a stretch, and what condition would they be in?—You would have to call somebody in I am afraid.

3816. (*Mr. Evans.*) Do you think any men do work for 8 hours without a break?—No, they do not. They have a nibble now and a nibble again.

3817. (*Mr. Jenkins.*) Do the men get much daylight at this time of the year, in the morning or evening?—It depends upon the weather very much.

3818. Does not the underground workman almost live underground at this time of the year?—No, on the contrary his hours are shorter than in the summer.

3819. But he gets a good deal of daylight in summer?—Yes; but that is a circumstance connected with mining which you cannot help.

3820. (*Mr. Evans.*) Does that affect his health in any way?—I cannot say. I am not an M.D.

3821. (*Mr. Jones.*) Would you not recommend a man to go out from the workings for the sake of his health?—In many cases the men prefer to stay underground to save the labour of coming out.

3822. (*Mr. Jenkins.*) Do a great number stay underground?—Yes, a good number.

3823. How many hours would it mean that they would have to stay there in the summer months—from 7 to 5.30?—I think you will find that makes 10½ hours.

3824. (*Mr. Evans.*) But they are not at their work at 7 are they?—No. If the whistle goes at 7, they do not get underground until 7.30. I admit that some of the men start before the whistle goes, but a great many wait for the whistle, and perhaps they have a long journey to go, and it is about half an hour before they get there, and then they take off their coats and have a look round.

3825. (*Mr. Jenkins.*) Would it take them half an hour to get underground?—Not far from it.

3826. I cannot see that?—I am talking of the actual time taken to get to actual work on the face of the rock.

3827. But they would be underground much before that, would they not?—Yes, they would be under cover.

3828. (*Mr. Jones.*) You mean that they will not be with their work?—Yes, on the face of the rock.

3829. (*Chairman.*) We had evidence yesterday about fuse, and some of the men complained that it was sometimes very poor; have you found that?—Yes, I have.

3830. Is that a single tape or double tape fuse?—It is called double. I have not had the poor fuse lately. It takes the form of an epidemic, as one of the witnesses called it. At one period it was very bad, and I had to go to other people.

3831. Do you think the complaints had anything to do with the storing of the fuse?—To some extent I thought they had, and I only ordered a small quantity at a time, and kept it in a very dry place. That is a factor in the matter, I have no doubt. Good fuse, if stored for a few weeks, might absorb moisture, and I have taken the precaution to order a small quantity at a time.

3832. And things are better now?—Yes, but whether it is due to that I do not know, or whether it is due to the better quality of fuse.

3833. (*Mr. Jones.*) Had you to return fuse?—Yes. If I got a bad lot I always sent it back.

3834. (*Mr. Greaves.*) Your quarries are worked under special rules?—Yes.

3835. Have you had any trouble in getting the men to comply with those special rules?—Yes, a great deal.

3836. What steps are taken to enforce the rules?—I began by warning and so on, but I finally prosecuted a man. I think I was the first to prosecute in this district for a breach of the rules, but I gave it up afterwards.

3837. Why did you give it up?—Last time I prosecuted a man he was found to have done wrong, and he was fined a 1*s.* and I was fined 8*s.* 9*d.*

3838. And what do you do now?—It takes a more benevolent turn. He has to subscribe to the sick fund or go before the justices.

3839. (*Chairman.*) Why were you fined 8*s.* 9*d.*?—I had to pay the costs.

3840. (*Mr. Greaves.*) If a man is found to have broken the rules you give him the option of being prosecuted?—Yes, he is either prosecuted, or he makes a donation to the sick fund.

3841. (*Mr. Jones.*) Do you think you are within the scope of the Act of Parliament in doing that?—I cannot prevent the men from giving the donation.

3842. Do you think you are within the scope of the Act by inflicting a fine, which is what it practically amounts to?—I would rather not express an opinion. I have never spoken of it as a fine. The men are very much better now than they were.

3843. (*Mr. Jenkins.*) They have got used to it?—Of late years there has been a greater desire on their part to comply with the rules.

3844. (*Chairman.*) Would it not be an advantage if you had the same special rules at all the quarries throughout the district?—I certainly think so. I have already referred to that. So many men move about from one quarry to another, and they do not know what is expected of them, and this causes a good deal of trouble.

3845. (*Mr. Jones.*) Would you like to have the special rules revised?—Speaking generally, they are very good, but there are one or two points which might be amended perhaps. I should think the Government inspector might revise the rules, with a committee of experts.

3846. (*Mr. Jenkins.*) What is your experience as to the mode of working the quarries here underground, compared with the open working in Carnarvonshire?—As regards what?

3847. As regards danger?—I would rather work in Llechwedd than at some of those places.

3848. You are referring now to the Nantlle quarries?—Yes.

3849. And you say they are more dangerous than our quarries here?—I cannot say that.

3850. What is your average annual death-rate from accidents?—0·79 per 1,000 men employed.

3851. Is that for the last 10 years?—Yes.

3852. And what was it for the previous 10 years?—1·06 per 1,000.

3853. (*Chairman.*) Are you aware that the former figure is almost precisely the same death-rate as at the Penrhyn and Dinorwic quarries?—I do not know.

3854. The death-rates were 0·76 and 0·71 per 1,000 respectively at both those open quarries?—I do not know that.

3855. (*Mr. Jenkins,*) Do you think that the pillars should have a minimum width and the chambers a maximum width?—Yes.

3856. Would you fix that by law?—No, I would not.

3857. Would you make it compulsory on the owners?—The circumstances of each individual quarry differ very much. As a matter of practice I make the chambers 22 yards for chamber and wall.

3858. (*Mr. Evans.*) But it differs even in one quarry?—Yes; it does.

3859. (*Mr. Jenkins.*) But you would fix a minimum for the pillars?—I think you must leave that to the discretion of the manager.

3860. What discretion would you give upwards or downwards?—I would give it to the manager.

3861. Would you put a minimum width for the pillar beyond which the owners would not be allowed to go?—No, I would not.

3862. (*Mr. Jones.*) Have you got the dimensions stipulated in your lease?—No, we have not.

3863. (*Mr. Jenkins.*) Do you know that lessors do put them in their lease?—Yes; I believe they do sometimes.

3864. (*Mr. Jones.*) So it is left to you at Llechwedd?—Yes, it is, and it has worked very well. It is our interest of course to keep the quarry up.

3865. (*Mr. Jenkins.*) When it is put in a lease, is it put there to protect the quarry?—Yes, that is the object, but it very often defeats its own end.

3866. Would you not put a similar provision in order to protect the lives of the men?—If you can do it by means of an Act of Parliament, by all means do it.

3867. Weakening a pillar is a source of danger—you admit that?—Yes.

3868. (*Chairman.*) Do you think the present special rule relating to that is sufficient?—Yes, I do. I think it is a very excellent rule.

3869. You refer to rule 48, "He shall specify the "width of the chambers or openings in the slate vein, "and the width of the pillars between the chambers, "and shall see that the proper proportion of pillar is "not lessened as the work progresses," and so on?—Yes.

3870. (*Mr. Jenkins.*) It is left entirely to the manager?—Yes. You may specify a minimum width of pillar, but if you put it in the wrong place you are no better off than before. I consider that a fair-sized wall in the right place is better than a thick wall in the wrong place.

3871. But that suggests a great defect in the management?—That is why I want to leave it to the manager.

3872. (*Chairman.*) Do you think it would be desirable that the underground managers should be certificated as is the case in collieries?—I think it would.

3873. (*Mr. Jenkins.*) Would you put them under rules as to the workings underground?—Yes, something like the special rules.

3874. You would not put the responsibility upon them in the way of opening the quarries?—I think the responsibility should be on the manager. Of course the men have their own responsibility as well, but the opening out of the quarry should be upon some specially appointed person, such as the manager.

3875. You would not give the Government Inspector a voice in specifying the width of a chamber and so on?—I should of course be very pleased to have his opinion and advice, but if he laid down where the pillar was to be, and its width, he would be doing my work. I should be very glad to draw my salary, and let Dr. Foster do my work.

3876. You would not make a rule such as I have suggested?—I do not think it is needed at all; any manager would of course comply with the inspector's wishes as much as possible.

3877. (*Mr. Evans.*) The Government inspector can interfere at present if he sees anything dangerous?—Yes, of course, and he does so.

3878. (*Mr. Greaves.*) To lay out pillars correctly requires a considerable amount of experience?—I would not say that, but there is some experience necessary, and there is only one way of doing it—in order to get the walls into perfect line.

3879. (*Mr. Jones.*) I should like you to say a few words on what you have stated with regard to certificated managers?—Do you mean assistant managers?

3880. Managers and assistant managers.—I would not expect the same knowledge—except practical knowledge—in the case of a sub-manager. His work is more in the details. In the chief manager of a quarry you want a man with some technical knowledge not only of the work itself, but of the laying out and value of work, and of machinery and of engineering generally. He ought also to have a knowledge of course of the carrying out of works, and the management of men.

3881. What about the sub-managers?—The more they know the better, but the chief thing to my mind would be a good practical knowledge, in the case of underground men, of the working of slate rock, combined, if you can, with some knowledge of dialling or work of that description, and a man of sound common sense.

3882. Would you recommend that practical knowledge, combined with some little scientific knowledge, should be the basis of their experience?—Yes.

3883. Can you suggest any way of getting those two things combined?—I think that under the present circumstances there are now in Blaenau Festiniog technical classes which I hope will do a great deal of good. I have one young fellow in the office now that I want to train up, and he is attending the classes and taking some subjects that I suggested.

3884. You want him to qualify himself?—Yes.

3885. And do you think that would be an advantage to the quarry owners and a safety to the life of the men?—Yes, certainly.

3886. If it is properly worked?—Yes, the more efficient the staff is the better for everybody. It gives the men a stimulus to work to the same end.

3887. And it would benefit the owners as well?—Yes, I should like to see a hearty co-operation between the management and the men to carry out the rules.

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3888. (*Mr. Evans.*) Do you think he should be pretty well versed in the stratification of rocks?—Yes.

3889. (*Mr. Greaves.*) Geology in general?—No, not that. If a man has a taste for it, he will go on with it, but he ought to have some groundwork.

3890. (*Chairman.*) Is not science generally useful?—You want to train the eye to observe, and to train the hand also. One man will notice when a piece of machinery is out of order much better than another.

3891. (*Mr. Jenkins.*) By practical knowledge you mean knowledge gained by working?—Yes, the assistant manager should have that knowledge certainly.

3892. Because the chief manager depends upon him for his reports, I suppose?—Not that. He should have the eye and brain to see and know how things are to be done. I may say that I would prefer to have a rockman underground, rather than a quarryman.

3893. (*Mr. Jones.*) And *vice versâ*, I suppose?—Yes, quite so.

3894. (*Mr. Jenkins.*) Are the quarry agents in this district drawn from that class of men generally?—I cannot speak for the district generally.

3895. As to the bridges—are they constructed in your quarry according to the plan you have put in?—Not all; but those built in recent years are, and any rebuilt are replaced with bridges of that description.

3896. Are there any boards?—There is a board 8 inches by 4 scantling running the whole length of the bridge.

3897. Do you think that 8 inch is sufficient?—It is not to carry any weight.

3898. But to prevent any lumps from falling over?—Besides the 8 by 4, there is a skirting board about 8 or 9 inches deep to prevent any stones from rolling over.

3899. Do you think that is enough?—I think it is. I have never had any trouble from it. Of course, if a wagon left the rails and it was loaded with rubbish some might go over, but I have never known of a case of that kind happening.

3900. (*Mr. Evans.*) The tram is better on a bridge?—Yes, as a rule, because it is a more even foundation.

3901. And the rails can be fastened better?—Yes. There ought to be no chance of a waggon getting off the rails.

3902. (*Mr. Jenkins.*) The bridges are not suspended in any way?—No, they depend entirely upon their own structural strength.

3903. Have you had any accident at all on these bridges?—No.

3904. Not of late?—No, I do not think there have been any. I do not know of any, at any rate.

3905. You would recommend these bridges to the other quarries?—Yes, certainly, in preference to the old-fashioned bridges suspended from the roof, but these may be improved upon as well.

3906. You have a reason for recommending them?—There are many bridges which are perfectly stable to this day that have been hanging from the roof, but from an engineering point of view I prefer a structure that has got its strength in itself than to depend upon a roof which may or may not be perfectly safe. A bridge of this construction was erected some time back in Llechwedd, and I invited the Government inspector to come and see it. It was loaded with five wagons. I cannot remember the exact weight, but I think it was about 11 tons. It was a considerable weight at any rate, for I believe they were about 2½ tons each, which would make it about 12½ tons altogether.

3907. And there was the weight of the waggons?—They are included in the weight I have mentioned.

3908. (*Mr. Greaves.*) And what was the deflection?—I forget the exact figures, but it was something very small.

3909. (*Mr. Evans.*) It was not up to the breaking strain?—No, certainly not.

3910. (*Mr. Jenkins.*) How often are those bridges inspected?—They are inspected every month.

3911. (*Mr. Greaves.*) Have you a man specially told off to inspect the bridges?—Yes.

3912. And he brings in a report?—Yes, he reports anything necessary; and it is done as soon as it possibly can be done.

3913. (*Chairman.*) A good deal has been said about the want of underground privies; what do you think about that?—It is a very difficult thing to arrange privies underground; but we have one which is underground, and it is constantly flushed.

3914. How is the water brought there?—It is on the outflow level. I find the men do not use the existing privies as much as they might do.

3915. What privies have you above-ground?—We have 12.

3916. And do the men use them?—Yes, but not to the extent I should like.

3917. Do they prefer other places?—Yes, they do.

3918. (*Mr. Jenkins.*) What is your opinion about the suggestion that every thickness of rock should be inspected before it goes out of reach?—I quite agree with many of the men on that point, that if the bargain-takers are careful men and worth anything they will see after that. The bargain-taker knows the bargain from the very day he first entered it.

3919. But upon whom would you put the responsibility?—On the man himself, the primary responsibility, certainly. If you take all the responsibility from the workman in the bargain, he becomes a machine.

3920. Would you not put more responsibility on the man by making that inspection?—If you make it you take the responsibility from him, I should think.

3921. But you make him responsible also, do you not?—I do not think so.

3922. Do you not think he would take more care if he thought his thickness was to be inspected by someone under the company?—I think he would say, "This "place has been inspected, and I am perfectly free."

3923. Not "has been inspected" but "will be"?—It may be, but it does not follow if it is inspected to-day it will be safe six months hence.

3924. (*Mr. Greaves.*) Or to-morrow?—Quite so.

3925. (*Mr. Jenkins.*) Supposing a man is working the pillar, he would say, "A man is coming here to "inspect this place, and I must make it safe." Is not that the natural way of reasoning?—Of course he might reason so, but with the co-operation I should like to see—the man would do it without that. That reduces him more to a machine.

3926. But you know men who are apt to be negligent?—Yes, and they will be so to the end of their lives.

3927. Unless they are forced to obey?—And even then the tendency will be the same.

3928. (*Mr. Greaves.*) Do they test every thickness on the place?—I do not say that; but we are liable to come down upon him at any moment to see if he is doing his duty, and if he is not he will be hauled over the coals.

3929. (*Mr. Evans.*) As a matter of fact they do see that the men do their work properly?—Yes, certainly.

3930. (*Mr. Jones.*) What do you think ought to be the object a man has in view—to secure his own safety or to avoid being fined?—I should look after my own safety first, and never mind the Government inspector.

3931. (*Mr. Jenkins.*) But is not the safety of other men in the question as well?—Yes. As I have already stated, with regard to accidents generally, I believe the most important thing is that every man should feel that he has his duties as well as the management, and endeavour not only to secure his own safety but that of his fellow-workmen, by carefully complying with such rules that experience may suggest as needful.

3932. Can you hold a man responsible for an accident resulting from his own negligence if the accident happens in 10 years' time?—If the Court finds that it was his fault I presume you could make him responsible.

3933. In that case would not the owner be responsible?—I should say it would be a thing that we as mortals have no control over, under such circumstances as those.

3934. Do the two present Acts hold the owner responsible or not?—If the owner is to blame, he has to suffer.

3935. Is it not the principle of the present Acts that the owner is to enforce discipline and to see to the safety of the workmen?—I do not know what the principle of the Act is, but I know what the practice is.

3936. If that is the principle, is it a sound principle?—I believe in every man trying to protect himself and his fellow workmen as well. That is the principle I go on, and as far as I can I carry it out in practice.

3937. (*Mr. Jones.*) Do you think, as a matter of fact, it would be more expensive for a man to work his side of the chamber in a proper way than in any other way, as a matter of £ s. d.? Do you think it would be more expensive for a bargain-taker to cut his pillar in a proper way than in an improper way?—No, I do not think it would.

3938. On which side do you think the advantage is?—If I could do a thing right I would do it right, no matter where the advantage lay.

3939. But which of the two ways would be the cheapest for the men?—The cheapest in the end would be to do it right.

3940. But what about the first expense?—It would be cheaper to do it right, I should think.

3941. The natural lay of your rock is of such a character that it would be better for the man to make his side safe—to cut it in a proper way—than in any other way?—Yes.

3942. (*Mr. Jenkins.*) Would it be cheaper for the men to bore three holes than it would be to bore one?—That depends on the length of the three.

3943. But supposing the three are equal to the one?—If the three are a yard each it will take longer than to bore one of a yard.

3944. Which would be the cheapest, to bore three holes of one yard each, or one hole of one yard?—One hole of a yard long.

3945. Suppose the nature of the rock requires three holes instead of one to make it safe?—Then it confirms Mr. Jones' view.

3946. Which would be easier to make, the three or the one?—The easier would be to make it unsafe.

3947. Would it be cheaper?—It would be cheaper to bore the three in the end. If the man is engaged by the day, and is going off to America to-morrow, it would not hold good; but if he is going to work the bargain through, it is easier for him to work it safely and properly. Some remarks were made yesterday about inspecting the mills and machinery, and as to the men having to do repairs themselves. My experience is that this is not the fact. No man is expected to repair his machinery. There is a special man to do that kind of work.

3948. (*Chairman.*) Except trifling matters, I suppose?—Yes, quite so. If the man wanted to put a bolt in, he would get a bolt and put it in.

3949. And would he tighten up the belting himself?—Yes, certainly.

3950. He would do any repairs that he thinks would be very trifling?—Yes, certainly; but you can hardly call them repairs. They are really renewals.

3951. (*Mr. Jenkins.*) Men are generally kept for the purpose of repairing the machinery?—Yes.

3952. (*Mr. Evans.*) Are the men in any danger when they put the straps on the pulleys?—No. That is a badly drawn picture very highly coloured. In the older mills there are planks laid across to enable the men to pass along to put the belting on to the pulley. In all cases, the machinery is stopped while they are preparing the things, but in the newer mills there are ladders to put up against the shafting. I have often done it myself, and it is perfectly safe.

3953. At a right angle?—Not quite; but very nearly so. The new system is to put the pulleys so close to the main beam that a man may put his ladder there, and so reach the pulley to put on the belting.

3954. And there is no difficulty?—No.

3955. (*Mr. Jones.*) You use the ladder on the off side of the shaft?—Yes. There is no danger at all attached to it, and a man would have to go out of his way to get hurt.

3956. (*Mr. Jenkins.*) What does he stand on?—On the ladder. In the older mills he can stand on the plank. I use a 15-inch pulley to drive a pair of tables, and an 8-inch pulley to drive a dressing machine.

3957. (*Mr. Greaves.*) The strap is on the shaft loose?—Yes, the pulley is on the shafting.

3958. It is always on one?—Quite so, and it is very easily fixed.

3959. (*Mr. Jenkins.*) You do not know of any dangerous parts in your quarry which are worked at present?—I do not. Directly they are found dangerous they are stopped.

3960. We have had it in evidence that a certain place which had been stopped was re-started again, and that a man was killed there. Do you know anything about that?—Was that at Llechwedd?

3961. Yes, I believe we have had evidence to that effect; but I do not know whether you were at Llechwedd at the time?—I have no knowledge of that. I may say, with regard to ambulance work, that copies of the St. John Ambulance handbook were given out, and a large number of them distributed amongst the men in the quarry for their use in cases of emergency.

3962. (*Mr. Greaves.*) The books were printed in Welsh?—Yes.

3963. And distributed?—Yes, on different floors, and in the mills.

3964. How long ago is that?—I should think it is four or five years ago.

3965. And have you a proper stretcher in the quarry?—Yes.

3966. And other appliances?—Yes.

3967. And bandages and so on?—Yes, complete ambulance appliances.

3968. (*Mr. Jones.*) And where do you keep them?—I keep them in the engine-house, where it is always dry.

3969. Do you keep them in more than one place—the appliances for stopping bleeding?—We have none of those. I was referring to the ambulance stretcher.

3970. Would you recommend that some of those appliances should be kept?—If the men would only avail themselves of them we should be only too pleased to do so.

3971. (*Mr. Greaves.*) And in various parts of the quarry?—Yes.

3972. (*Mr. Jones.*) With regard to the electric light, can you give us any figures that will enable the Committee to know the approximate expense of that light, say, in respect of the plant to begin with, and also the expense of maintaining it?—Given an available water supply you can fix up a plant, we will say, of 25-horse-power (taking that as a figure for the sake of illustration), at a cost, I should say in round figures, of one-half the amount required to obtain the same horse-power by steam.

3973. (*Mr. Greaves.*) If you have water power?—Yes, available water power. If you want to distribute that electric power over a large area, you can do so with a loss small in comparison with compressed air. You will get an efficiency of 70 per cent. with electricity, where you would only get about 25 per cent. with compressed air.

3974. (*Mr. Evans.*) Do you lose much of the power by transmission?—There is a certain amout of loss, but it is less than by any other means.

3975. (*Mr. Greaves.*) You say the efficiency is 70, as against 25?—Yes.

3976. (*Mr. Jones.*) As compared with compressed air?—Yes.

3977. And that is the best thing you can get outside electricity?—Yes. Supposing I have 100 horse-power at the dynamo, I get 70 per cent. at, say, half a mile off, if the plant is properly designed, whereas with compressed air I should only get 25 out of the 100.

3978. And the expense of the plant, is how much?—I would put up a turbine working, on a fall of say 50 feet, at one-half the cost, or probably less, of putting up an engine and boiler of the same power.

3979. And what about the cost of maintaining it?—My experience of it for the last three years is that, so far, it has been hardly appreciable. The only wear has been on the commutator of the dynamo, and that is not the 32nd part of an inch.

3980. (*Mr. Evans.*) What about steam for that distance?—You could not do it,—in fact the steam would be condensed. You could get hydraulic pressure, but then you would have trouble with that

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3981. (*Mr. Greaves.*) Another great advantage of electricity is the facility with which you can conduct the wires from place to place?—It has every facility in that respect.

3982. (*Chairman.*) Is there a large amount of available water-power going to waste in this district that might be used in that way?—Yes, hundreds of horse-power every day.

3983. And every day in the year?—Yes.

3984. (*Mr. Evans.*) Is electricity quite as manageable a power as any other?—Certainly it is. It can be managed easily, a man does not want a special training to look after the electric machinery in the quarry. Of course you will want an expert now and then to renew something, or to do any particular repairs, but for the ordinary working of it you want no more skilled labour than you do for the engine-driver, and not so much.

3985. And you can use it for sawing purposes?—Yes.

3986. And for winding purposes?—Yes, for any purpose you like.

3987. (*Mr. Jones.*) I believe you have a hospital in the district?—Yes.

3988. Can you give the Committee any account of that institution of yours?—Formerly the Llechwedd was acting in connection with the Oakeley Hospital at the time of the existence of the old Welsh Slate Company, and there was a *pro rata* arrangement as to expenses. After the Oakeley Company absorbed the Welsh Slate Company, there was not exactly room for everybody in that hospital, and so it was taken for the use of the Oakeleys; Messrs. Greaves, knowing the advantage of a hospital, established one for the use of their own workmen.

3989. And what is the result, so far as the patients are concerned?—As far as I know, they find it of very great assistance to them. They have their apartments there free, with their living, and anything the doctors say they require is given to them.

3990. (*Chairman.*) Are the expenses entirely paid by the proprietors of the quarries?—Yes, entirely—every fraction.

3991. The men do not contribute anything?—No, nothing but the 1*s.* a month, which they pay to the fund whether they are ill or well.

3992. (*Mr. Jenkins.*) They provide for their own doctor, of course?—Yes.

3993. And towards that the men pay the 1*s.* a month?—Yes.

3994. (*Mr. Greaves.*) Is that institution readily and willingly used by the men?—Yes, there is a better feeling than was the case in former years. Many of the men prefer to go home, but most of them prefer to go to the hospital when they are seriously hurt.

3995. (*Mr. Evans.*) You find it a great advantage to have a hospital close by?—It is not very near. It is in Market Square.

3996. But it is in the neighbourhood?—Yes, as near as we could get it.

3997. (*Chairman.*) Are some of the men sent to the sea-side at times?—I tried to get them, in conjunction with the firm, to subscribe a certain sum, which would only come to about 6*d.* a year per man, to secure a certain number of tickets which would pay for their maintenance for three weeks. At that time the sick fund was not in a very prosperous condition owing to the influenza entailing heavy calls and one thing and another, and the men could not see their way to take it up. Now, a per-centage of the subscriptions is added every year by the Messrs. Greaves to enable any man who may require it to go to a Convalescent Home.

3998. (*Mr. Greaves.*) Does any other quarry except Llechwedd and Oakeley provide similar accommodation?—I am not aware of any, further than what Mr. Roberts told you to day—that men from other quarries were allowed to use the Oakeley Hospital on an understanding with the quarry people.

Mr. N. F. Robarts.

Mr. Nathaniel Francis Robarts examined.

3999. (*Chairman.*) You live in London?—Yes.

4000. And you are the managing director of the New Welsh Slate Company, Limited?—Yes.

4001. How long were you a director of the late Cwmorthin Slate Company?—From 1885 until the company went into liquidation.

4002. And since then you have been managing director of the present company?—Yes, since the new company was formed in July 1889.

4003. I believe you have some suggestions to offer to the Committee with reference to the management of slate quarries?—Yes. One point has been on my mind for some years, and that is the question of certificated managers. I believe that this question has already been referred to by some of the witnesses. I think the development of slate mining in this district, and the deeper mining which is going on, make it advisable that the slate quarry managers who are appointed in future should receive Government certificates in the same way as is the case at present in collieries, such certificates not to apply to those who are in management prior to the passing of any new Act applicable to slate quarries. I consider that the time has now come when we might expect more scientific knowledge on the part of the management than heretofore. For instance, I would suggest that all managers should be capable of mine surveying and making plans of quarries; that they should have some knowledge of geology; some practical as well as theoretical knowledge of steam engines and machinery; a knowledge of water power, and some knowledge of electrical engineering. I do not want to cast any reflection upon the present managers, but with the spread of education I think that this knowledge might be fairly required in the case of all managers appointed hereafter. There is one other point which I wished to bring before the Committee and which I thought might be useful to them. I have prepared a statement of the age of the men employed in our quarry, as I thought it might have some bearing upon the evidence which Dr. Jones gave here. Unfortunately by error I have left those figures in London, but I will forward them to the Chairman later on. (Appendix VI.) With regard to those figures, I should like to point out that as there has been a change in the management at the quarry, it is possible that the average age may be less at our quarry than at other quarries in the district. Some of the older men may have left the quarry under the new management and been replaced by younger men. The average age of the men who have come on since the 1st January 1893 is very considerably less than the average age of those employed at that time.

From matters which came up yesterday and to-day, I should like to bring two or three matters before the Committee. In the first place I shall refer to the accidents at the quarry which I believe are considerably above the average for the district. We have had during the last four and a half years four fatal accidents, and I wish to call attention to them as showing what may be attributable to the management and what to the men themselves. One was the case of a man who was riding on a waggon against the rules, another was a fall of ground from a height of 4 feet in a roof where a man was working. The third accident, in which two men were killed, resulted in the prosecution of our manager for a breach of special rules, but the prosecution did not succeed, so that I may take it that no liability was brought home in the way of mismanagement. Those are the only four fatal accidents in four and a half years, though of course it is a high average for the number of men employed in comparison with the other quarries. A statement was made yesterday by one of the witnesses to the effect that our company had admitted liability by some payment they made to the relatives of one of the men. The facts of the case are these, shortly after the accident, and before it was known that any action was going to be brought, our board voted a sum of money to the relatives, but as an action was brought by the relatives of one of the men the money was not paid, as it might be considered an admission of liability. Consequently they lost that opportunity of receiving the money, and ultimately the parties who brought the action compromised with the insurance company for 15*l.* It was against the wish of our company that this compromise was come to by the insurance company, as there was no liability, and we wanted to have the case fought out.

Our other accidents—the non-fatal—have been 20 in the four and a half years, classified as follows:—Explosives, 3; putting hand in machinery, 1; crane handle, 1; chains breaking, 2; falls from roof or pillars, 6; moving or splitting blocks, 2; slipping when working, 1

shafting, 1; waggons, 2; and 1 cut finger from slate rock, I think. I consider that all these 20 accidents may be put down to causes which are not attributable to the employers. I mention these figures in order to show what a very small amount of liability there is, even in a quarry which has a bad record by reason of the number of fatal accidents. I attribute the high average of fatal accidents to our ground being very disturbed, having a good many faults and "bevels" and so on, so that we are obliged to work our chambers only 10 yards wide, and we have a great deal of trouble with our roofs. This is especially the case since the fall took place about 1884 or 1885, which has led to a great deal of water coming down in parts of the quarry. During the last few weeks, for instance, we have suffered very severely from bad roofs, which I cannot help thinking has arisen from the very heavy rainfall in November and December, when we had seven weeks' rain without intermission.

4004. (*Mr. Evans.*) What was the rainfall in that period?—I have not the figures with me. Our rainfall is much higher than it is at the Oakeleys. I have only kept a rain-gauge since last May, but I have compared it for that period with the Oakeleys, and ours is about 20 per cent. higher. Theirs is about 100 inches per annum, and I expect ours will be about 120 inches, based on the figures since May last. I shall have to send the Chairman the figures since May last when I furnish the other figures.

There was also something said yesterday about a pillar in our B. south floor having been cut to a width of 4 yards. There are some pillars which have been cut very narrow indeed, but that was before the present company was formed. I cannot speak about that, but I can say very positively that nothing of the kind would now be done, or anything made less than 10 yards. We have a surveyor, who is independent of the manager, and who surveys the place, and it would be his duty to report if he found anything being cut in that way. Of course it is necessary sometimes, where the ground has "bevels," for the safety of the chambers to reduce the pillars below their normal width, but it would only be done for the safety of the men working there, and not for the sake of getting slate.

4005. (*Chairman.*) Do you think that in the case referred to it was done for that reason?—I would rather not express an opinion. It happened before my time.

4006. Are the chambers in any way in danger by these pillars?—Yes, I should think that might be the case in some instances, and we have had to abandon one or two chambers in consequence. Of course, as freeholders, it is greatly against our interests to weaken our pillars. It might endanger the future existence of our quarry. It is otherwise in the case of a leasehold quarry. Lessees might try to work their quarry out in the term of the lease. We have, in one or two places, left barriers so as to prevent a fall from the upper workings coming down to the lower.

4007. (*Mr. Greaves.*) Have you found those barriers efficacious?—Yes, we have had none of our falls coming down to the lower part of the quarry.

4008. And if the barriers had not existed you would have had?—Yes, I believe so.

4009. They were left for the express purpose of maintaining the roofs and pillars?—Yes, that was done by the old company. Then, again, with regard to the cranes, I introduced one some years ago with a pawl, but the men would not use it, and I have had no more. I thought it might be a safety myself, but, of course, there is a difficulty in it when you want to reverse, you then have to lift the pawl, but I cannot help thinking that if I was working I should prefer to use it rather than do as they do at present. With regard to chains, we have had two accidents, as I mentioned just now, from the breaking of chains. These chains are the men's own property, and I think they should use more care in seeing that their chains are safe. I saw one case where a man fell from a considerable height and might have been killed. His chain was unfit to use, and I should have been very sorry to have trusted my life to it. With reference to fuse, we have had the same complaint as Mr. Warren Roberts. We have had fuse from one maker which was bad, and we have tried several makers and had several complaints about them. Possibly it is due to the fuse being kept too long, and now we order only small quantities at a time.

4010. (*Chairman.*) And have things improved since?—No, I do not think so. We had some fuse a few months ago by a very good maker, which was very troublesome. We are now trying another maker, whose fuse we had given up before.

4011. (*Mr. Evans.*) It would not be safe perhaps to give the names of the makers?—I would rather not name them. They are the two or three best makers. Of course it is our advantage to pay double the value of the fuse rather than to have time wasted over a mis-fire.

4012. (*Chairman.*) Is it single or double tape that you use?—Single tape.

4013. And what does it cost per coil?—About 3*d.* net. With regard to candles, we have made various trials of candles from different makers. Of course it is our interest to have the best, as we can have most work done by them. We are now buying an expensive candle, but we find it is the most economical.

As to the ropes and ladders, ours are used by one gang only, who are responsible for their being in good condition, one man taking charge of the gang. As to the the trucks, all ours have the four cross-bars, but all our new ones would be the steel ones which Mr. Warren Roberts referred to. We have had one as a trial, and find it is the best. With regard to light in examining the roofs, I have endeavoured to get the magnesium lamp. Mr. Warren Roberts kindly gave me the address of the missing Moses, but I have not been able to trace him. I have put the matter in the hands of one of the principal opticians in London, and shall be glad to get one of those lamps if I can. As regards the walking up and down the incline, of course it is against the rules except at stated hours. If our list of accidents is taken, I think it will be found that for many years past there has been no accident upon the incline, except the man who rode in the waggon, which is against the rules, and who struck his head. Therefore the danger from this source is, apparently, not great. Our trains go up about once every 15 minutes, and they take about three or four minutes to go up, but they will work faster than that. With regard to the remarks of Mr. Robert Roberts as to the Oakeley Hospital, in which he said he thought we sent men to the hospital, I believe the Cwmorthin Company did so sometimes, but the present company have not made use of it at all. I should be very glad to have some hospital to which the men might be sent. We have had to give them assistance in nursing when they go to their own homes, and we paid a considerable sum a few months ago for nursing, so that it would be very much better to have a hospital where we could send the men if they were willing to go.

I have only one other point to which I would like to refer, and that is with respect to a question which Mr. Jenkins put to one of the witnesses yesterday. It was a question as to what I said before the Labour Commission with regard to a witness who was here yesterday. Mr. Jenkins intimated that I said before the Labour Commission that that witness had left our quarry voluntarily. I think if my answer is read with the context, it will be found that that was a wrong inference. I said we had not re-engaged him at the end of his month, and that he was out on strike pay in consequence.

4014. (*Chairman.*) Have you any barracks belonging to your company?— Yes, we have three. Recently the Local Board have given us notice that not more than a certain number of men should be allowed in each, which would rather reduce the number of the men living there. I think the result will be that we shall close these barracks and let them as cottages. I do not think they will pay as barracks.

4015. What do the men pay at present for them?—I forget now what the figure is. They will pay us better as cottages, and they will be kept in better condition. They are spoiled and neglected as barracks.

4016. Would it not be better to have separate pathways from the incline for the men to go up and down, as at Llechwedd?—Yes, I think it would. There is no doubt a certain element of danger in going up and down. We have just put up a telephone on the longest incline from top to bottom, and when a train is on the line we might have an electric bell ringing, so as to give the men warning of it.

4017. Would it not be possible, without any very great expense, to have a separate pathway?—It would mean a separate sink in the New Floor.

4018. But afterwards?—It would be no great expense after we had worked the first chamber out, but it could not be made until the chamber was worked out. It

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would mean a considerable expense in sinking a separate shaft. As I have pointed out, we have had no accidents on the incline except from breach of rules.

4019. We have had some evidence about the 8-hour day; what are the hours at your quarry?—They delay a little when the mornings are dark, and the bell does not ring until there is a fair light, often as late as 8 o'clock. From December to the 1st February, roughly, it is from 8 to 4.30; from the 1st February to the 1st March, 7.30 to 5; from the 1st March to the middle of October, 7 to 5.30; and from the middle of October to December, 7.30 to 5.

4020. What interval is allowed for meals?—Half an hour, nominally.

4021. And what does that mean in practice?—They are supposed to have from 12 to 12.30 for their dinner; but taking our south sink, they have to go up four floors to the place where most of the men take their dinner. Then they do not leave until the bell rings again, so that really from the time they leave the lowest working until they get back again it is pretty well an hour. A good number of the men, however, do not come up at all. They take their meals in their bargains, and perhaps they take very little more than their half hour. In the mills the places for dining are handy. In our lowest mill there is a place for them to take their meals, and in the upper mill they generally go into the machine-house, where they can get hot water.

4022. Have you many men working at your quarry who live at a distance, and who travel daily by train?—Yes; but we have a considerable number of cottages on our ground, and a great many live there. I have never gone into the figures as to the proportion of men who live away.

4023. Do you think the men who travel daily by train are liable to suffer in their general health in consequence?—I should think it would be injurious, say, on a wet day like to-day. There is half a mile walk to the station, and they often sit there in their wet clothes for a long time, and afterwards travel down in a close carriage to Penrhyndeudraeth or Portmadoc. I cannot help thinking that such a practice must be very injurious. I can say that personally I should like to live in a cottage close to my work, and not be obliged to leave so early in the morning,

4024. (*Mr. Greaves.*) You have referred to certain barriers which you leave at the quarries. Do you find that the ground is more troublesome above or below?—Above. It was very much shaken with the falls eight or ten years ago, and water comes through the cracks.

4025. So that you find your quarry very much more stable and safe below the barrier?—Yes, certainly.

4026. Do you find your pillars more solid deep down?—On the whole we find the ground getting better as we go down. Our rock is getting larger, and we consider the property is improving as we go down.

4027. And the roof causes you less trouble?—Yes.

4028. Are there any intersecting greenstones in your quarry?—No.

4029. You would advocate the formation of those barriers when the pillars become a very great length?—Yes, I quite agree with what Mr. Roberts said this morning, that a barrier is a great advantage. We have sunk in our south vein to floor D, which we are beginning to open, and our shaft is down to E, and it is very likely that we shall leave a large part of our floor D unworked.

4030. For the same reason?—Partly for the safety of the workings, and partly because it will pay us better than to work our floor D. We are only working D at the moment to give us ventilation to assist floor E, but we have not decided yet finally what to do in future.

4031. I believe your quarries are worked under the special rules?—Yes, under the most recent ones.

4032. Do you think it would be of advantage if all the quarries of the district worked under those rules?—Yes, it would certainly be more convenient.

4033. Do you find a difficulty in enforcing the rules at your quarry?—Yes. We prosecuted once or twice, especially with regard to the tamping; we prosecuted lately, and there was a very nominal fine. It happened when I went round the bargains myself. I saw it and could not pass it over.

4034. With regard to the examination of roofs, you use the usual method?—Yes, we have a Wells light, but I do not think the manager uses it, but we use a flare light. When any roof is thought to be at all dangerous we have it examined by a special gang.

4035. Do you keep a record of those occurrences?—Yes, we have kept a record of all since we adopted the special rules.

4036. Do you supply the chains, or do the quarrymen supply them themselves?—We supply them. They are tested chains, but we do not see how often they are renewed. We leave that to the men. Of course I cannot say that we have supplied all the chains that are in use. We do supply them, but the men are not obliged to buy from us, and can buy them elsewhere if they like.

4037. Have you any bridges?—Yes.

4038. Which, the under-truss or suspension?—We have no suspension.

4039. They are all under-truss?—I think so, but I cannot say for certain.

4040. You have one dining room?—Yes, for the lower mill.

4041. And how many men will that accommodate?—It will take all the men in the mill.

4042. Do the men appreciate that dining room and always go there?—Yes, they always go there.

4043. In your opinion dining rooms are desirable at a quarry?—Yes. Of course for the underground men to come up it would be rather difficult, but for the above-ground men it is not so.

4044. You say you have no separate path apart from the incline?—No, except in one sink for two floors.

4045. But you have refuges?—Yes, every 50 yards. We are bound to have them under the special rules.

4046. You agree that it is desirable, where possible, to have a separate entrance to the quarry?—Yes, quite.

4047. (*Mr. Jones.*) You say you pay 3*d.* a coil for the fuse?—Yes.

4048. Do not you think you are running it rather fine, and getting a poor quality?—That is the usual quality used in this district, I believe, 5*d.* fuse, with 40 per cent. off.

4049. Do not you think it is rather a poor quality?—I think it is used universally, as far as I know. The men never complain in that respect. We would use a more expensive fuse if we thought there was any advantage in it. I find that a good fuse is the cheapest.

4050. (*Mr. Evans.*) Have you been trying the double tape fuse?—No, I do not think we have. We have used at times Tangye's fuse, which has a metallic coating.

4051. The safety fuse?—Yes, we have used that in damp places.

4052. You have not got the figures with you as to the ages of the men, you say?—No. Unfortunately I left them at home, but perhaps I can answer any questions you may have about them.

4053. If you will kindly send them to the Chairman later on they may be useful?—Yes, I shall certainly do so, but you must take them with that slight drawback, that we have had a change in the management, in consequence of which many of the older men left us, so that the average age may be a little lower than it otherwise would have been.

4054. (*Mr. Jones.*) With regard to the barrier you have referred to, would you have left the barrier if you did not happen to have a fall?—That was before my time, and therefore I cannot say anything as to the condition of the rock at that time.

4055. (*Mr. Jenkins.*) As to your evidence at the Labour Commission, were these your words:—"Four "men left our quarry at the end of their term of "employment; we did not re-engage them." That was part of your answer to question 9415. Were those the words you used on that occasion?—It was part of my answer, but you must take it with the context.

4056. Then I will read the question and the whole of the answer. "Have you any other matter that you "desire to state?"—"There is one point with regard "to the evidence which the secretary of the union "gave. He alleged that certain men had been boy-"cotted by the managers in our district. He alluded "to men who had left our quarry last year, he did not

"name our quarry, but he alluded to certain men who "have, I believe, been upon strike pay since. Those "men have not been boycotted by the other managetrs "and the other managers have publicly denied any know- "ledge of any conspiracy or understanding whatever "as to not employing them. Four men left our quarry "at the end of their term of employment; we did not "re-engage them. Two of those at once went into "another district and never sought employment. One "of them sought employment. I do not know whether "he has obtained it. Another one sought employment, "and he has been publicly challenged to deny that it "was offered to him, but he has not gone into work. "They have no doubt tried to create ill-feeling amongst "our men." That was the whole of your answer, was it not?—Yes.

4057. You used the words "left our quarry" twice in that answer?—Yes.

4058. Did you intend to give the impression that they had been dismissed?—Certainly; that I did not re-engage them. You must take the whole answer.

4059. Is not the natural inference from these words that the men left of their own free will?—I must leave everyone to draw his own inference.

4060. That is the true meaning, is it not?—No, I do not think it is.

4061. (*Chairman.*) What wages do your men get on an average; are they able to live comfortably?—The earnings of the bargain-takers last year averaged 5*s.* 4¾*d.* per day, or 32*s.* 4½*d.* per week. Taking the men all round (bargain-takers included) the average was rather over 4*s.* 4*d.* per day. It came to 26*s.* 0½*d.* per week.

4062. How many men do you employ altogether at your quarry?—About 280 or 290.

4063. (*Mr. Jones.*) You said the wages "all round" averaged 4*s.* 4*d.* per day; do you include the boys as well as the men?—I think the boys are each taken as half a man in that calculation. It is not my calculation. We get it from the quarry in that way. They reckon two boys as being equal to one man.

4064. How many boys do you employ altogether?—From 10 to 13, I think.

4065. (*Mr. Evans.*) Do the bargain-takers employ other men to work with them?—Yes, they employ journeymen.

4066. And do your figures include those journeymen?—It is what the bargain-taker earns himself after paying day wages to the journeymen at the scale of day wages. The scale is 4*s.* 2*d.* per day for the journeymen. The bargain-takers thus get 5*s.* 4¾*d.* per day themselves.

4067. (*Mr. Jenkins.*) Would you approve of the suggestion to put these slate mines under more stringent inspection?—I do not know in what way it is required.

4068. Would you approve of appointing an inspector under Dr. Foster to help him to carry out his work?—If he is not able to do the work I see no objection to giving him assistance.

4069. You know as a matter of fact that sub-inspectors have been appointed under the Coal Mines Act and the Factories Acts; would you approve of the appointment of a sub-inspector for these quarries?—If there is the same necessity as in the collieries where the chief inspector is not able to visit them frequently owing to their being so numerous.

4070. You know the area of Dr. Foster's district, and the amount of work he has to do; what is your opinion in view of that?—As far as our acquaintance with Dr. Foster's inspection goes, it is efficient in every way.

4071. Would you approve of making a more minute inspection of the underground workings—the roof and pillars?—By the inspector, do you mean?

4072. No, by an inspector under the company or by the officials?—I do not think there is any need of it.

4073. You do not believe that the men are rather apt to be careless in carrying on their work?—We have a special gang at our quarry for repairing roofs, and it is their duty to see that all roofs to which they are sent are made safe before they leave them. It is the duty of the bargain-taker to work the bargain properly, and to have regard to his own safety and the safety of his men. The bargains are visited twice a day by the agent, and I think that is quite sufficient.

4074. Do they go to the bargain and examine it thoroughly at any time?—I will not say that they go to the upper part of the thickness at all times, but they go into the bargain and speak to the men, and if the men have anything to say they have an opportunity of saying it.

4075. And they rely upon the men's word?—Yes, largely, and it is the men's duty under the special rules to call the attention of the manager to anything which they think is dangerous; and if the men do not do that, they are guilty of a breach of the rules. I refer to Rule 42. "If the air be slack, so that candles will not "burn freely when placed upright, or if he perceive "any unusual quantity of water, or any insecurity of "roof, sides, or other parts of the workings, or any "accidents to the machinery, or his inability to per- "form his proper duties from any cause whatsoever, or "any breach of the Acts or of these rules, or anything "that may appear unsafe or likely to produce danger, "he shall forthwith report it to the manager, assistant "manager, or foreman in charge, who shall not allow "work to be resumed, save in cases of emergency, "until proper ventilation has been restored or the "place made secure."

4076. But suppose a man does not say anything to the manager, how is the manager to ascertain that the place is safe?—The manager is responsible, and I think you must leave the responsibility upon him. He must be prepared to defend himself in case any accident happens. He must be able to show that he has paid due attention to the work, and that he has not neglected his duties. I should be very far from removing responsibility from the manager, and placing it on a Government official.

4077. But the main object should be to secure the safety of life and limb in all cases?—Yes.

4078. Therefore, should there not be care taken to see that the men do their duty properly when they are working their bargains, and not rely upon their informing the manager?—I maintain that there is care taken. The managers visit the bargains, and see that they are safe, as far as they can be made safe.

4079. As far as they can see, is it not, from the bottom or top of the bargain? Do they go up to examine the sides?—At times.

4080. Do they do it regularly or periodically?—No, I will not say that they do it periodically.

4081. Would you approve of that being put in a rule as a new requirement?—Will you define exactly what you want done before I answer that question?

4082. That the manager or someone under him should go through the bargain and see that every part of the pillar and side is safe before it goes out of reach, say every "thickness"?—Supposing that such an examination was made after each "thickness" was worked, before it went out of reach, if that was to throw the responsibility upon the manager hereafter of any accident that might happen, I should say not, because the pillar may vary considerably after another "thickness" or two is worked, and if it is brought home to the manager that this accident has happened, and it is proved that it was a fall from the pillar, and an inference is to be drawn that the manager did not properly inspect, I do not think it would be an improvement.

4083. Do you think it would be adding a new responsibility to him?—It might be said that in an accident brought about by subsequent pressure or workings, he was to blame for not having properly examined it when it was within reach, whereas it might have arisen from causes beyond his control.

4084. And because of that, you would object to it?—Yes, if that inference were to be drawn.

4085. (*Mr. Jones.*) How do you explain rule No. 4: "He shall specify the width of the chambers or open- "ings in the slate vein, and the width of the pillars "between the chambers, and shall see that the proper "proportion of pillar is not lessened as the work pro- "gresses. Should any pillar show signs of giving "way or falling, or if any complaint is made to him, "or it otherwise comes to his knowledge that the roof "of any chamber or bargain is unsafe, he shall with- "draw the rockmen until the roof has been repaired "and made safe, or see that sufficient measures are "taken for their safety. He shall see that the roof of "each new chamber is left in a safe condition by the "miners before any slate is allowed to be worked "underneath?"—That the manager takes the responsibility of the place being worked efficiently and safely.

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4086. (*Mr. Evans.*) Do you consider that these rules come up to what Mr. Jenkins requires?—I think that they practically cover it. The managers take the responsibility of seeing that the roof is made safe before the miners leave it, and before any slate is worked underneath.

4087. And there is to be a daily inspection?—No, it does not state anything as to the daily inspection in that rule.

4088. (*Mr. Jones.*) But an efficient inspection?—Yes. Rule 2 requires him to visit each working place daily. "The manager, assistant manager, or foreman shall "daily visit and frequently examine every working "place and every travelling road leading thereto, and "shall ascertain the condition thereof so far as the "ventilation and accessible parts of the roof and sides "are concerned, with a view to their general safety."

4089. (*Mr. Jenkins.*) But that may mean simply going to the place and speaking to the men, and that is all. You would not require the agent to go to the rock and see the place, and examine it with the hammer minutely?—I do not think he is required to go and tap the whole of the workings daily.

4090. I did not suggest that, but only when they work the "thickness" home, when they cut the pillar, say, for a yard or two yards, to examine it, and see that it is done properly. Would you have any objection to appoint an officer to do that?—Of course, that is a legal construction of what this rule requires of the manager, and I prefer not to specify anything too closely. I think the responsibility for general safety should be thrown on the manager, and that he should see that all that work is done, and everything else that is necessary for the general safety of the men.

4091. Would you favour the appointment of a man to see that every side of a pillar is cut properly in every "thickness"?—Do you mean one man in each quarry, or in every chamber.

4092. One man in every quarry, or if that man could do some other work as well, let him do it, but that his chief work should be to see to that and keep a record?—I would sooner let the responsibility be on the manager than let him depute his responsibility to somebody else and take his report.

4093. But does he not depute it at present to his assistant managers?—Yes, but he takes the responsibility, and I think if it was left to one man and his report was accepted the responsibility would thereby be thrown from the manager himself and that it would not be as satisfactory as is the case at present under the special rule. The rule I have just quoted does not specify how it is to be done, but leaves it to the manager.

4094. Would you object to a periodical inspection of the whole of the quarry?—No.

4095. With ladders?—Do you mean the roofs?

4096. Yes?—I do not think it is commercially possible.

4097. That is to say, it would entail too great an expenditure?—Yes, and many quarries would have to be closed, I believe, if you did that. You must remember that to examine the roof of a bargain in that way is a work that occupies several days, and the expense of doing it throughout the quarry would be so heavy that it would mean the closing of the quarry.

4098. Would it be right to say that if a minute examination were made of the New Welsh Slate Quarry it would have to be closed—is it correct to say that?—I think that to throw money uselessly away would compel us to close the works.

4099. That is, you practically say that it cannot be made safe?—No, I do not say anything as to the safety. Where it is unsafe we do that, but to examine safe roofs simply for the purpose of inspecting them would make us close the quarry.

4100. Simply on the ground of the expense?—Yes.

4101. But not of the chambers being too unsafe?—Our expenses in repairing roofs are exceedingly heavy as they are, compared with other quarries.

4102. If it is said that the New Welsh Slate Quarry is too dangerous, and that if it were inspected minutely it would have to be stopped, is that a fair description of your quarry?—No. If you mean that if our roofs were inspected it would be found that we are at present working under unsafe roofs, and that as the result of that inspection we should be compelled to stop our quarry, it would not be true.

4103. It would not be true?—No, my reply is, we spend a good deal in keeping our roofs safe, and if we are made to examine roofs which are safe merely for the sake of examining them it would entail such extra cost that we should have to close the quarry. If we squander money which it is unnecessary to spend we should have to stop working.

4104. You have said that pillars have been cut at your quarry to a very narrow width?—Yes.

4105. Of late years?—Under the old company.

4106. You do not cut them now?—No. It is the duty of our surveyor to call my attention to it if he finds any of them being cut.

4107. If they were cut is it a source of danger?—Yes.

4108. And a weakness to the quarry?—Yes, certainly.

4109. Would you fix a maximum width to a chamber and a minimum width to a pillar?—No.

4110. You would not compel the owner to observe a certain width?—No, I would not.

4111. Do you know that it is done in leases, and that lessors generally make a provision of that kind in their leases?—No, I do not. It is not so to my knowledge. We do not work under a lease. We give a lease to Wrysgan, and I am quite certain that we have not specified in that lease anything as to a minimum width of pillar. At Wrysgan at the present time there is a chamber—I am speaking without actual knowledge, but my recollection is that it is upwards of 60 yards in width. I sent our surveyor there to see if it was worked safely, and he said it was.

4112. What is the thickness of the Wrysgan vein?—It is a narrow vein.

4113. At right angles to the top?—Yes.

4114. (*Mr. Jones.*) You mean that it is thin compared with your own?—Yes; thin compared with the Old vein.

4115. (*Mr. Jenkins.*) So you could work the chambers there much wider?—It depends upon the roof.

4116. In your time, how many accidents have there been?—There have been three fatal accidents; one was a fall of 4 feet. The man was working on a roof, and it was through his own carelessness, I should say.

4117. It was not within reach of the man?—No; proceedings were taken in respect of one of the accidents, and the case was tried at Penrhyndeudraeth. Mr. E. P. Jones will no doubt recollect it, as he was on the Bench. There was considerable doubt where the stone fell from, whether it came from the roof, or whether it rolled down from the floor above. I may state the circumstances under which this accident took place. The bargain-taker was away for the day, and a substitute was working for him, and we found afterwards that he had left a mass of about 10 tons improperly worked, which was loose, and which in all probability was the cause of the death of the two men. It was the bargain-taker's carelessness in working, so we believe, but of course we have no proof as to where the stone fell from, but we did find that the 10 tons were left loose.

4118. (*Chairman.*) Was it not the fault of the manager in not seeing that it was removed?—That may be a fair inference.

4119. (*Mr. Jenkins.*) If the provision I suggested just now had been enforced at that time would not those roofs have been made safe, and the accident prevented if it had been examined minutely by another man apart from the bargain-taker?—If that was the cause of the accident, and the manager had examined the place and found it out of course that cause would have been removed.

4120. You agree with that?—Yes, certainly,—if it had been removed, and was the cause of the accident.

4121. (*Chairman.*) How can you make sure that the roof is sound unless you examine it?—I do not see how you can; but of course a roof may change the day after it is examined.

4122. Do you think it would be commercially practicable to examine the roof and the pillars of each chamber once in every three months?—All the working chambers?

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4123. Yes?—I should like to calculate what that would cost. It would be very heavy, I am afraid, to examine them four times a year. It would mean four weeks' work in a chamber, at least.

4124. (*Mr. Evans.*) What would you say to six months,—after the changes of weather?—That would reduce the difficulty by one half.

4125. (*Mr. Jenkins.*) And what would you say to making it once a year?—That would reduce it to one-fourth.

4126. Do you say they have gone too high for you to examine them in that way?—I should think they have. When we have worked out a chamber, of course the height of a roof is very great if we have worked the vein right through.

4127. That you could not raise a ladder to see the top and examine it?—Of course it would vary in different quarries according to the dip. Where it is 22 degrees it would not be so high as ours with 34 degrees. I do not think you could make a hard and fast rule.

4128. I was asking you as to your own quarry. Could you not raise ladders to examine?—I could not answer that off-hand; but I think probably it would be so.

Miss Eleanor H. Russell examined.

Miss E. H Russell.

4129. (*Chairman.*) You are the cooking instructress at the board schools in Festiniog?—Yes, at all the schools, except the Higher Grade.

4130. And you have evening classes, I believe?—Yes, I have one at Tanygrisiau.

4131. You have been certificated by the Liverpool School of Cookery?—Yes.

4132. We have had some evidence about the mode of life of the quarryman, and we want to learn how it can be improved by giving him better food, or better-cooked food. Perhaps you will tell us what you do in this district in the way of giving lessons in cookery?—At our cookery classes the children are taught to make all kinds of dishes at the lowest possible cost, and to make them nourishing, appetising, pleasant to taste, and to look nice. They are taught to cook meats in different ways—to roast, bake, boil, fry, and stew meat. Stewing is brought before the children as being the best way of cooking the most inferior and cheapest kinds of meat, in order to make them tender. They are also taught to roast a small piece of beef and make gravy, to boil a piece of mutton, to fry liver and bacon, to bake a piece of meat, to make stewed beef, haricot mutton, Brazilian stew, meat pies, sea pie, steamed meat pudding, and Irish stew. I think the people here need more nourishing food, and especially more meat. They only seem to get meat once a week; that is to say, on Sunday. That is the case with a great many, at any rate. They have a good dinner on the Sunday, and their food all through the week afterwards is tea and bread and butter. If soup were taken at the mid-day meal, or Irish stew, it would be far better than tea and bread and butter, and they could have a proper dinner in the evening after returning home. They are also taught to bake, boil, and fry fish, stuffed haddock, to boil a piece of cod and make sauce for it, to fry plaice (these are about the only kinds of fish we can get here), to make soups from vegetables, peas, and lentils, and from the stock in which the meat has been boiled, and also to make lentil soup, pea soup, potato soup, Scotch broth, and tomato soup. Generally speaking, the water in which meat has been boiled is thrown away by the people here instead of using it for soup. It would be very useful if soup kitchens could be established either in the schools or in the quarries, where a good bowl of soup could be got for about a halfpenny. The children have tea in their cans, which is made at home, and they take that at the dinner-hour, and just have bread and butter with it. They could have the soup in their cans, and bring bread to eat with it, and this would answer the same purpose and be far better for them. The same thing could be done at the quarries, and they might have a large plate of Irish stew for a penny.

The children are taught to cook all kinds of vegetables, and to make them tender and to keep their colour; to boil potatoes, cabbage, carrots, turnips, and onions, to warm up cold meat, how to keep it tender, and make gravy for it, because we consider a warm meal to be better than a cold one, to make shepherd's pie, minced meat, and meat cakes. They are also taught how to make bread, steamed and baked puddings, plain cake, and fruit pies. In the making of bread and cakes the coarsest flour is used, and the cakes are of the plainest kind, just to suit the people of the district. Steaming is brought before the class as the best way to make puddings light, and as being less wasteful than boiling, besides being a saving of time. We further teach them to make all kinds of milk puddings, treacle pudding, bread pudding, rice mould, stewed fruit, apple pies, London buns, rock cake, and sauces for puddings; also dishes suitable for an invalid, such as beef tea, arrowroot, cornflour, barley water, lemonade, oatmeal gruel, and fish. With regard to the dishes for invalids, we lay great stress on the way they are served up, that everything should be as clean as possible. They are further taught to lay and light a fire, to clean the cooking stove, to scrub tables and boards, wash dishes, clean knives, forks, and spoons, and to keep themselves as clean and tidy as possible over their work. The lessons are arranged in this way—a dish of soup, fish, or meat, a vegetable, a pudding, bread or cakes, and the invalid dishes are taken in lessons by themselves.

I think it would be a great improvement if we could have classes for nursing as well as for cooking. Of course they are taught in my classes how to prepare dishes for invalids, but then they have no idea of nursing, and there are no trained nurses in the district.

Baths, either in the houses or in a building where hot or cold baths could be had for a small sum, would be very useful. Most of the children, I am afraid, do not know what it is to have a proper bath, and of course their health cannot be good without that.

I believe that more time is needed for the classes. They are increasing in numbers each year. The time spent in each school is so short that the children forget part of what they learn. It would be a great improvement if a large room could be fitted up as a kitchen, when the girls could have more time for cooking, and be trained in all household duties. I may say that in the evening class we have a higher class of cookery, because the girls are so much older than those who attend the day school.

4133. (*Chairman.*) Are all the girls taught cookery in the day schools?—No, only those in the 4th, 5th, and 6th standards.

4134. What age would they be when they begin?—About 9 or 10 years of age.

4135. And how long do they go on with their cooking lessons?—They have them for about five weeks in the year.

4136. And how many hours per week?—Eight.

4137. (*Mr. Greaves.*) They have to complete a certain number of attendances?—Yes, 40 hours, and 20 hours at least of practice.

4138. (*Chairman.*) Is it your opinion that the quarrymen could have more nutritious food for the same money if his wife knew something more about cooking than at present?—Yes.

4139. Is any hygiene taught at the school?—No, there is not.

4140. You would suggest that at some of the large quarries there should be soup kitchens?—Yes, a large room, where somebody could make soup, would be a great improvement. You could get a large quantity of soup from very little, as far as the money is concerned. They could make it from bones and vegetables.

4141. (*Mr. Greaves.*) You are aware that cooking classes have been established here for some years?—Yes.

4142. Has it come within your knowledge that they have had any effect upon the homes of the quarrymen?—Yes, I have heard so. In some homes the children are allowed to cook, but in some they do not allow them. I have heard of three or four cases where the children do cook at home. They take their recipes home, and cook there for the family.

4143. And in your opinion it has already borne fruit?—Yes.

4144. And that it contributes towards the health and comfort of the quarrymen?—Yes.

Miss E. H. Russell.

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4145. How many girls generally would make the full number of attendances, and so earn the grant?—At Tanygrisiau there are, I think, from 32 to 36.

4146. And how many are there on the books there altogether?—About 42, I think.

4147. And out of those 42, 36 complete the full number of attendances?—Yes, and 36 I think will complete them in Festiniog this year out of 40.

4148. Instruction should also be given with regard to nursing, you think?—Yes.

4149. And the advantages of washing?—Yes.

4150. And a knowledge of hygiene?—Yes. If a room was fitted up as a kitchen it would be useful, and the girls could there be trained in ordinary household duties, such as laundry work and so on.

4151. (*Chairman.*) That does not exist at present?—No.

4152. You would advise that something more should be done?—Yes. The girls would then have more time.

4153. (*Mr. Greaves.*) Are the evening classes still conducted?—The attendance is dropping very much. We started with two classes of 18 in each class.

4154. When was that?—About the middle of November, and last week we had only about 20 girls.

4155. In the two classes?—Yes, 20 altogether, 10 in each class.

4156. Do the evening classes earn a grant?—Yes.

4157. But, as a matter of fact, very few girls complete the necessary number of lessons in the evening classes?—It has never been taken in the night school before; I do not think it could be taken before this year.

4158. (*Mr. Jones.*) Do you recommend that hygiene should be taught to the children that you have been talking of in the elementary schools?—Yes, I think it would be a great benefit.

4159. At what standard would you say it should be commenced?—Say about the Fourth Standard.

4160. Commencing at the fourth standard in the elementary stages?—Yes.

4161. And that it should be carried on to the Higher Grade School?—Yes.

4162. What about the standard of cooking; what is your chief object; do you prepare the children for the Higher Grade School or with the view to improving the home?—To improve the home.

4163. You arrive at that finally?—Yes.

4164. But your first object, I suppose, is to prepare them for the Higher Grade School?—My lessons will do that.

4165. So that you hand the children over to the Higher Grade School after having started them, as it were?—Yes, that is it. I try to lay a good foundation at first.

4166. (*Mr. Evans.*) Do the children of necessity go to the Higher Grade School?—No, they do not all go. Some of them leave school after finishing at the other schools.

4167. So that there must be another object in view besides to prepare them for the Higher Grade School?—Yes.

4168. (*Mr. Jones.*) Are the evening classes not prepared specially for those children who do not attend the Higher Grade School, to give them an opportunity of continuing their cooking lessons in the evening?—Yes, they can attend if they like to do so. I take a higher standard of cooking in the evening classes than the schools.

4169. (*Mr. Evans.*) Is that higher standard above the requirements of the working classes?—No.

4170. What makes it higher?—It is a little more trouble to make it. It is more than the younger children could take in hand.

4171. (*Chairman.*) Do you find that the girls take an interest in these classes?—Yes, they do, especially in the cleaning part of it; the laying and lighting of a fire, the cleaning of knives, forks, and spoons, and so on.

4172. (*Mr. Greaves.*) And it has a good effect upon their personal cleanliness?—Yes. I make them wash their hands and face if they need it.

Miss A. Wilson.

Miss Ann Wilson examined.

4173. (*Chairman.*) I believe you are the assistant mistress at the Girls' Higher Grade School?—Yes.

4174. And you hold a certificate from the Glasgow West End School of Cookery?—Yes.

4175. You take the girls who have been already under the instruction of Miss Russell?—Yes, they have all been with her.

4176. Will you tell us what you teach them?—We have day classes for cooking in the Higher Grade School for eight hours a week and evening classes for two hours a week. There are also evening classes at the Llan Festiniog school for two hours a week. The average number of pupils in attendance is as follows:—

I. *Demonstration.*

Day classes in Higher Grade School -	70
Evening " " " - -	34
Evening classes in Llan Festiniog - -	35

II. *Practice.*

Day classes at Higher Grade School -	24
Evening " " " - -	18
Evening classes in Llan Festiniog - -	18

These average attendances cannot be exceeded at one practice lesson.

The following dishes are taught at all the classes:—Various ways of cooking butcher's meat, cold meat cookery, bread-making, soups, cooking vegetables and puddings, sick-room cookery, cakes and pastry, beverages, and fish. I try to impress upon the children economy and cleanliness.

I should like to make a few suggestions:—

1. Ordinary cooking. (*a.*) That scholars coming from a distance should have dinner cooked for them in school at a cost of about 2*d.* each. I do not think a dinner can be made for less than 2*d.*, that is, a proper dinner, seeing that the number of children who would attend is comparatively small.

(*b.*) Some of the workmen only get a proper dinner on Sundays. The other six days they take tea in the quarry, and when they reach home in the evening they have tea again, with bread and jam or some tinned meat. Each day a proper dinner ought to be supplied to every workman, and some means should be taken to bring this about. A small kitchen might be erected at every quarry, and a woman paid to prepare soup for the men's dinner, at a cost of about 1*d.* each daily. The men should take bread with them to eat with the soup. If they do not take bread with them I do not think it can be supplied for 1*d.* The following receipts show how the dinners may be made for a little less than that paid by the men.

Pea soup could be made for 80 men at 1*d.* each= 6*s.* 8*d.*

	s.	*d.*
Peas, 21 lbs. at 2*d.* per lb. -	3	6
Lentil flour, 1 lb. at 2*d.* per lb. -	0	2
Carrots, 1 lb. at 1½*d.* per lb. -	0	1½
Turnips, 1 bunch at 1½*d.* -	0	1½
Onions, 7 lbs. at 2*d.* per lb. -	1	2
Fresh bones - - -	0	8
Salt, 1 lb. - - -	0	1
Pepper - - - -	0	1
Mint - - - -	0	1
Water, 8 gallons - - -	—	
Total - -	6	0

Men pay 6*s.* 8*d.*, difference 8*d.*

Eighteen ounces of soup could thus be given to each man for 1*d.* each, but the difference of 8*d.* would not be enough to pay for the making, so that some assistance might be given by the quarry proprietors to pay for the cooking of the meal. I put the number at 80 just to suit the recipe I have drawn out, but of course it can easily be multiplied to suit any larger number of men.

Haricot beans and bacon could be made for 80 men at rather less than 1*d.* each, but I would make them pay 1*d.* Here is the recipe:—

	s.	*d.*
Beans, 14 lbs. at 2*d.* a lb.	2	4
Bacon, 5 lbs. at 6*d.* a lb.	2	6
Potatoes, 7 lbs. at 2 lbs. for 2½*d.*	0	9
Lentil flour, 1 lb. at 2*d.*	0	2
Salt, 10 ozs.	0	1
Pepper, ½ oz.	0	1
Water, 4 gallons	—	
Total	5	11

Men pay 6*s.* 8*d.*, difference 9*d.*

These receipts show what could be done, and the few extra pence might be expended in getting a little additional meat for some days.

(*c.*) Women should be taught the art of soup-making and cold meat cookery. As the Blaenau Festiniog water is deficient in minerals, vegetable soups might be used with advantage.

The use of tinned meats should be discouraged. Most people can roast or bake a leg of mutton or a joint of meat, but if it is not all eaten the first day, they do not know how to make it palatable for the next two or three days, if it should last. They just eat it cold and finish by throwing away the bones. I therefore advise the teaching of cold meat cookery and soup-making, in which latter the bones play an important part.

II. Nursing and sick-room cookery.

(*a.*) Trained nurses should be engaged, and should be always ready to go to the house of any workman to nurse the sick.

(*b.*) All the men ought to be able to attend ambulance classes, and be able to give "first aid" in case of accidents.

(*c.*) Women should be instructed in sick-room cookery, and the best way of serving food for the sick and convalescent. They should also be taught home-nursing.

(*d.*) Lessons or lectures for an hour a week might be given to women and girls on the treatment of simple diseases. I would not have them interfere with anything serious or dangerous, but merely attend to simple matters until the doctor comes in. A few examples of these are:—

1. Coughs and colds, give warm bath, and a hot drink of oatmeal gruel, or bran tea, or a pint of hot milk mixed with two table spoonfuls of treacle. Wrap up in a hot blanket, and get warm in bed.

2. Sore throat. If very slight, apply a bran poultice; if severe, and there is difficulty in swallowing, a mustard plaster, or mustard and linseed poultice should be applied, gargle the throat with sage tea and vinegar, place feet in mustard and water before going to bed, and take honey and vinegar mixed in equal quantities.

3. Sprains. Bathe joint four or five times a day in warm vinegar and water. Between the bathings, apply warm poultices, and rub frequently with camphorated oil for 15 minutes at a time. When the swelling falls, bathe in salt and water, and often place it under a cold water tap, and allow the water to run over it.

4. A bruise. Steep in warm water for 15 minutes, and apply hot bread poultices.

Remedies should also be taught for chilblains, whitlow, a gathering, fainting, a cut artery, burns and scalds, cramp, bleeding from nose, bleeding from from lungs, treatment of partially drowned, &c.

Miss A. Wilson.

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4177. (*Chairman.*) Do you find that there is a want of knowledge of hygiene among the quarrymen's wives?—I should think probably there might be; but I rather think they are too old to take lessons in that.

4178. But what about the young girls?—We take domestic economy as being the elements of hygiene. We take the first stage in Standard VI. and the second stage in Standard VII. Of course, they do not take domestic economy until they go to the Higher Grade School.

4179. So that practically some hygiene is being taught?—Yes.

4180. But under the style of "domestic economy"?—Yes.

4181. (*Mr. Greaves.*) About how many girls attend the Higher Grade School?—There are about 98 or 99 at present.

4182. And do all the girls take cooking lessons?—Yes.

4183. And also domestic economy?—Yes.

4184. (*Chairman.*) Do you think the teaching is bearing fruit?—Yes; I think so.

4185. How long has this teaching in domestic economy being going on in school?—About four years, I believe. It commenced before I came here.

4186. (*Mr. Jones.*) You do not happen to know how long cookery lessons have been given in this neighbourhood?—No; I cannot answer that. (Mr. G. J. Williams stated:—I think it is about 14 years.)

4187. (*Chairman.*) Do you think there is a want of bath accommodation here?—There are certainly none that I have ever heard of here; but I think the children—all that I know of—have a bath once a week. All the children that I know of have the tub on Saturday night.

4188. (*Mr. Jones.*) What about the evening classes,—what is your experience with them in the Higher Grade School—are they well attended?—Yes, they are; but they are better attended in Llan. The attendance keeps up very well at Festiniog.

4189. What is your attendance now at the Higher Grade School?—About 34 is the average.

4190. And what is the average age of those who attend?—It ranges from about 15 to 27.

4191. Have you any as old as 27?—Yes.

4192. How many are there, say, between 15 and 20 years of age?—Perhaps five-sixths of the whole number would be between those ages. There are not many there over 20.

4193. How many day scholars attend the evening class?—None, they are not allowed.

4194. Then really your evening classes are made up of girls who do not attend the Higher Grade School at all?—Yes.

4194. (*Mr. Evans.*) I suppose you would recommend these young ladies as good wives before any others?—Yes; I certainly should.

Mr. Henry Percy Maybury examined.

Mr. H. P. Maybury.

4196. (*Chairman.*) You are the surveyor of the Festiniog Local Board?—Yes.

4197. How long have you held that post?—For the last nine months, but I have been in the office for about a year and eight months.

4198. I believe you have some remarks to make to us?—Yes, I should like to make a statement as to the sanitary state of the quarrymen's houses and barracks in the district. The number of houses in the district of the Urban Sanitary Authority, exclusive of gentlemen's residences and farms, is as nearly as possible 2,380, and of these 265 are rated at more than 9*l.*, and consequently do not come under the definition of cottages, although a large proportion of them are owned and occupied by quarrymen. There are something like 2,110 houses of a rateable value of 9*l.* and under, and these are occupied almost entirely by quarrymen. In 520 cases at least the person owns the house he occupies. The majority of the houses are commodious and comparatively new, having been erected within the last 20 years, and, speaking generally, are of good design. Their positions, however, render them somewhat damp, as in one case you will find them built almost close to the rock, three or four feet only being the distance often from the back wall to the face of the rock, the latter rising in some cases several hundred feet above them—*vide* Church Street, &c. In another case they are constructed in terraces at various elevations, the back premises and offices being at higher levels than the floors of the living rooms—*vide* Tanrallt, Summer Hill, and Tanyclogwyn Terraces. Others again are built upon peat where the surrounding land is waterlogged. Sufficient care has not been exercised heretofore in the laying of concrete or asphalte damp courses, and in the provision of launders. These latter, if provided now, would minimise the defect to some extent. The houses are provided with water or pail closets, and in nearly every case slop drains are fixed with properly trapped gullies. The pails are removed every fortnight, and fresh ones properly disinfected substituted.

Mr. H. P. Maybury.

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During the last nine months only two complaints have been received that the scavenging had been imperfectly done, and upon investigation it was found that in both cases atisfactory explanations were forthcoming from the cavengers.

During the year ended 31st December 1893, the following sanitary work has been done in the district, viz:—

House drains repaired, cleared, and trapped -	149
„ „ ventilated - - -	71
Privies and water-closets repaired - -	88
„ „ supplied with water	102
„ new, provided - - - - -	10

The removal of ashes and other refuse is effected every 14 days, and no accumulations of a longer period exist.

Water of undoubted purity is supplied to nearly every house in the district, but there are a few cases where wells exist, and where the people prefer, from economical reasons, to get their supply.

These wells now form the subject of an examination by the Medical Officer of Health, and if the result of the analysis is unfavourable, steps will be taken to close them forthwith.

I believe certain photographs of houses have been submitted for the inspection of the Committee, and evidence given tending to show that the houses they represented were unfit for habitation in consequence of bad sanitary conditions. I have made a careful inspection of these houses, and find the facts to be as follows:—

1. Tanlan, Tanygrisiau. Five houses, one of which is not allowed to be occupied in consequence of a bad roof. Three of the remaining four are occupied, the average length of tenancy being 23 years. The living-rooms have a cubic space of 1,417 feet, and the bedrooms (2) of 1,072 feet. The average number of occupants per house is four. Slop drains and pail-closets are provided, which are in good condition. The houses are somewhat damp, but this is due more to the high-lying ground behind than to any structural defect.

2. Trellwyn, Tanygrisiau. Six houses. These are almost identical with the ones at Tanlan. The average length of tenancy is six years, the number of occupants per house averaging five, some of whom are children. The living-rooms have a cubical space of 1,760 feet, and the bedrooms 770 feet. Slop drains are provided back and front, and pail-closets, all of which are in good condition.

3. Llwynygell. Six houses of the same design as the others, but in somewhat better preservation. The average length of tenancy is nearly 19 years, the number of occupants average four. The living-rooms have an air-space of 1,312 cubic feet, and the bedrooms (2) of 1,900 cubic feet. Slop drains are provided, and pail-closets.

4. Dolgarregddu. 10 houses. These are in very good condition indeed, and compare very favourably with any in the district from a sanitary point of view. Slop drains are provided, all properly trapped, and good pail-closets for each. The houses are kept particularly clean by the tenants. The living-rooms have a space of 1,870 feet, and the bedrooms (2) of 1,160 feet. The average length of tenancy is 20 years, and the average number of occupants four.

It is a remarkable fact that the houses photographed have enjoyed an immunity from any disease, with the exception of one case of diphtheria at Tanlan, and three at Trellwyn, all of a mild type; the Llwynygell and Dolgarregddu houses escaping altogether.

To one unacquainted with the district, the photographs would be likely to convey a very erroneous impression, as they by no means represent the style of houses generally in the district. The total number of such would not exceed 100, and assuming that there are that number they would form hardly 5 per cent. of the whole.

Barrack accommodation. There are about 348 men living in barracks in the district. The various buildings are inspected periodically, and the sanitary inspector presents a quarterly report as to their condition to the Board. The whole are entered in the common lodging-house register, but certificates of approval have not been given in every case. When certifying for the number to be accommodated in each place, it was originally considered that 250 cubic feet per occupant was ample. My board have subsequently modified this to 300 feet per man, after making due allowances for the beds, and this will reduce the number by at least 25 per cent. This new regulation will be enforced rigidly. In no case will a room be approved which is used as a living and sleeping one until proper partitions are fixed.

The barracks are treated in precisely the same manner as common lodging-houses, with the exception that they are exempted from clause 21 of the byelaws, which prohibits the occupation of a bed by more than one person at one time. This clause is no doubt intended to apply to men of the casual type, who are continually moving from town to town, to prevent the spread of infection and filth. The quarryman occupying barracks is of a very different class, the men sleeping together being often of the same family, and working together as "mates" in the quarry. It may be interesting to state that out of the total number (348) only two have been notified as suffering from an infectious disease, viz., one of erysipelas and one of scarlet fever. The latter was an imported case from Beddgelert, the disease at the time being prevalent in the family of the man notified.

4199. (*Chairman.*) What kind of beds are they that the men sleep on in the barracks?—They are home-made bedsteads, with flock beds generally, but in one or two places the ticks are filled with straw.

4200. Then straw is used?—Yes, in one or two cases.

4201. Are the bedsteads fixtures, so that they cannot be moved?—Only in one case in the district, I think.

4202. Are they at Rhosydd Quarry, for instance?—Yes, there is one room at Rhosydd where there are bedsteads fixed, but notice has been given to the manager that he must remove them, and put proper partitions between the living and sleeping rooms.

4203. When was the matter taken up by the Local Board?—In August last.

4204. And did you find that the barracks required considerable improvements?—Yes, the Local Board have effected considerable improvements, but more are required.

4205. You permit two men to sleep in a bed?—Yes, we do.

4206. Would it not be better to prohibit that?—Yes and no. If you reduced the number from two to one the result would be that you would drive a large number of men into lodgings in the town, and you would invariably find that they would sleep two in a bed in these lodgings. The Board consider it better to have them lodging in the barracks in that way, so as to have them under supervision, rather than lose sight of them in the town. You will also find that it is the people with the largest families that usually take in lodgers.

4207. As a matter of fact you consider the present system the lesser of two evils?—Yes, that is so.

4208. What about some of the rooms which are directly under the roof, where there is nothing but the slate between the men and the sky?—We cannot, as a health authority, compel the owner to do anything in a case of that kind, so long as the roof is damp-proof, unless it were certified to be unfit for human habitation. I do not think the medical officer would interfere in a case of that kind.

4209. Do you think, at an elevation of 1,400 feet above sea level, that it is a fit place for a man to sleep in; I believe that is about the elevation at Rhosydd?—No, I do not think so, certainly.

4210. Do you not think that better accommodation should be provided?—Certainly, I think so, and in no case will a room be registered under the new modifications, unless it does comply with what we consider necessary for the accommodation of the men.

4211. (*Mr. Evans.*) Do the men who live in the barracks leave their refuse and so on lying about?—In all these cases they have a woman or two to look after them, and where that is so they are fairly clean, and compare very favourably with the houses.

4212. If you knew of any barracks of the character I have described you would object?—Certainly.

4213. (*Mr. Jenkins.*) How many men would you allow to sleep in one room in these barracks?—That would depend upon the size of the room. We consider that 300 cubic feet should be allowed for each occupant.

4214. (*Chairman.*) We have had a good deal of evidence about want of privy accommodation at the quarries; what is being done in that direction by the health authority?—Nothing has been done, nor has any move been made by us to take any steps in the matter.

4215. But would not the health authority of themselves take steps if they thought it necessary?—I hardly know. I am somewhat diffident about answering that question, because you as inspector of mines would naturally draw our attention to it if you thought we were remiss in the matter in any way.

4216. What can be done; are privies or pails supplied to any of the quarries now?—No, not at the quarries.

4217. (*Mr. Greaves.*) There is usually a good flush in the privies at the quarries?—Yes.

4218. (*Chairman.*) Are the privies in the quarries looked after in any way by the health authority?—No, unless they are connected with any house at the quarries.

4219. Not those connected with the mills?—No.

4220. Are they under the health authority?—I should say "Yes," inasmuch as they are in our district.

4221. (*Mr. Evans.*) But you do not consider it your duty to look after them until your attention is called to them by the inspector of mines?—Well, I have never had my attention directed to anything other than domestic refuse, or the provision of privies for houses in the district. I have not been called upon by anyone to look after any privies connected with the quarry proper or the mills, but if a wish were expressed to that effect I have no doubt I should receive instructions very soon to see to it.

4222. (*Mr. Jenkins.*) May I ask, what is your position under the Local Board here?—I am surveyor and manager.

4223. You are not the sanitary inspector?—No.

4224. (*Chairman.*) But you have a sanitary inspector under you?—Yes.

4225. (*Mr. Jenkins.*) You are in a position to look after him?—Yes. He has nothing else to do but to attend to matters of that kind.

4226. Do you hold any certificate under any sanitary authority?—No, I do not.

4227. Do you consider it your duty or that of the inspector under you, to inspect the quarries also, I mean the sanitary condition of the quarries?—No, seeing that no one actually lives there, we do not consider it necessary to inspect them from an occupation point of view, but where we find barracks we think it necessary to examine them, and have such alterations made as we consider advisable.

4228. As to the houses you have referred to, you consider them habitable houses?—Yes, I do.

4229. How many rooms are there in the houses at Trellwyn?—Two bedrooms and a living room.

4230. There is a living room in all?—Yes.

4231. What is the size of them?—11 feet to the purlin—that is half way up.

4232. (*Mr. Greaves.*) In your opinion, all those houses are in a good state?—Yes, and no medical officer would condemn them.

4233. (*Chairman.*) Have any of them been condemned?—No.

4234. Has the medical officer examined them all?—No.

4235. (*Mr. Jenkins.*) What is the average number of occupants?—Four.

4236. How many houses are there?—Six.

4237. What is the largest number of occupants in one house?—Eight, I think. Three of the eight are little children, two of them being only a fortnight old. There are six children and the man and wife, and one of the six children is a small baby, about 18 months old.

4238. (*Mr. Evans.*) Have you anything at all against these houses?—No, nothing whatever. I met Mr. Holland on the ground during last year, and asked him to have some ventilation effected there, and he had it done at once.

4239. (*Mr. Jenkins.*) They are all waterproof, are they?—Yes. I have not found a single case where damp goes through the roof.

4240. (*Mr. Evans.*) You find plenty of houses in the country less roomy than these?—Yes.

4241. (*Mr. Jenkins.*) Are the rooms on the same floor?—There is the living room and one bedroom on the ground floor, and one bedroom over the living room.

4242. A sort of loft?—Yes.

4243. (*Mr. Greaves.*) Is that class of houses appreciated among the workmen?—Yes; very much so. I asked one man how long he had lived in a particular house, and he said "six years." I asked him whether he had been pretty well during that period, and he said he had enjoyed very good health, and that he had removed from another part of the town because he had been poorly there.

4244. And that is one of the houses referred to as being unfit for habitation?—Yes.

4245. (*Chairman.*) What about diphtheria in those houses?—There are more cases of diphtheria notified from the houses which were described as "model" dwelling-houses than from the houses which were spoken of as being unfit for human habitation.

4246. Is there a place for washing at the barracks?—In one case, the old manager's house, there is not. I have written to Mr. Robert Roberts about it, and he proposes to erect a shed for the purpose.

4247. Is there a place for washing at Rhosydd?—No, they wash at the stream.

4248. (*Mr. Evans.*) Does any woman attend to the barracks at Rhosydd?—I do not know, I am sure.

4249. The evidence we had was that no woman attended to the place?—I do not know, but they do in the town.

4250. (*Mr. Jenkins.*) Do the barracks at Rhosydd belong to the quarry owners?—Yes.

4251. (*Mr. Jones.*) I believe you have some factories and mills in the town under your supervision?—Yes, I have.

4252. And do you attend to the sanitary condition of those places?—Yes.

4253. What difference do you make, say, between a slate mill in the town and a slate mill in the quarry?—I do not know that there would be any practical difference between the slate mills. I would not take very much notice of a factory, because it comes under the Factory Acts.

4254. But you have some slate mills in the town under your charge?—Yes.

4255. And you look after these places very carefully, but you do not look after similar places at the quarries; why is that?—I do not know that we make any exception.

4256. But the fact is that you look after the one and do not look after the other?—I look after the mills in the town because they are in the immediate neighbourhood, with houses round about them, whereas those at the quarries are isolated and away from the houses.

SEVENTH DAY.

At Corris, 3rd April 1894.

PRESENT:

DR. C. LE NEVE FOSTER IN THE CHAIR.

MR. J. J. EVANS, F.G.S. | MR. JOHN JENKINS.

Mr. MEYRICK ROBERTS examined by the Chairman.

Mr. M. Roberts.

3 April 1894.

4257. You are the manager of the Bryneglwys Quarry?—Yes.

4258. How long have you been manager?—You may say 14 years. I was there as an assistant for 4 or 5 years before that, and I have been there for 18 years altogether.

4259. And how long before that were you engaged in slate mining?—I have been engaged in it ever since I was 11 years of age, and I am now 50.

4260. Therefore you have had 39 years experience in underground slate quarries?—Yes.

4261. I believe you have something to tell us about your quarries?—Yes, I have written a short statement. (*The following statement was then read.*) Our quarry is on three different estates. The first we call Bryneglwys, the second Cantrybedd, and the third Hendrewallog. On Bryneglwys we have 15 chambers, but we only work 9 of them at present. Our ordinary chamber is 30 yards along the vein, and the width up to the upper "hard" is from 17 to 18 yards. An ordinary pillar is supposed to be 10 yards. On Cantrybedd we have 11 chambers, but numbers 1, 3, and 9 are not being worked. The chambers and pillars are the same in length and width as those mentioned above. We have one level 30 yards below the working level, so we have to haul up with water-wheels along an incline lying on the face of the rock. All our working tunnels are about 6 yards outside the workable slate vein. Most of the men live down in the village, about a mile-and-a-half distant. Nearly all the village belongs to the company. The rents of the houses occupied by the men range from 2*l.* 10*s.* to 7*l.* per annum. There are small gardens attached to the houses, with the exception of one or two. All the land around the village belongs to the company, and has been divided between the men, so that they have each enough land to keep a cow or two. One field has also been divided into small plots of from 100 to 400 yards for use as gardens at a rent of one farthing per square yard. We have a railway to the back of most of the houses along which the men can bring their coal, flour, &c. At the quarry we have two barracks for the men who live at a distance to lodge in during the week. A garden, in which the men can grow vegetables, is attached to each of the barracks. These gardens are let free, and we only charge 1*s.* a month as rent for the barracks. A cheap train is provided for the men to come to work on Monday morning, and to return on Friday night, half the ordinary fare being charged. For the last three or four years the men have only worked five days per week, and I believe that both master and men are well satisfied with this arrangement. The men work extra hard during the five days, and they are very well paid. Our wages per week are equal to those paid at any quarry where the men work six days, and our men get one day per week to attend to their own gardens and farms. The journeyman is paid at a higher rate of wages by the contractors, and those who work by the day for the company have received an advance of 4*d.* or 5*d.* per day to make up for the Saturday. I think I can assure the Committee that no better feelings exist between master and men than those which exist between Mr. McConnel and his workmen.

4262. Have you anything to add to your statement?—No, I do not think I have; but I think it would be well if Mr. Williams ran roughly over the statement in Welsh, in order that the men may have an opportunity of contradicting it, or any portion of it, if they wish.

4263. Then some of your men are present?—Yes, two of them are here now. (*Mr. G. J. Williams here read out the witness's statement in Welsh.*)

4264. Is Mr. McConnel the owner of the quarry?—Yes, the sole owner—Mr. W. McConnel. Mr. W. H. McConnel is the son.

4265. With regard to the five days a week which your men work—how many hours a day did they work formerly?—They start at 7 in the morning, and they work until 12. They then have half an hour for dinner, and they leave off at 5.30.

4266. And what did they work on Saturdays?—We do not work on Saturdays now.

4267. Are the hours you have just given us the hours you work now?—Yes, 7 to 12, and 12.30 to 5.30.

4268. That makes 10 hours a day?—Yes.

4269. And 50 hours a week?—Yes.

4270. How many hours did the men work formerly, when you worked six days?—An extra five hours, that is, from 7 to 12 on Saturday.

4271. Therefore they now work 50 hours a week of five days, and formerly they worked 55 hours a week of six days?—Yes, that is so.

4272. Do I understand you correctly that your books show that they get just as good wages now as they did formerly, although they work a day less?—I think so. I think I can prove it. I have brought the wages book with me, and I have no objection for the Chairman to look over it. (*The witness here handed in the book referred to.*)

4273. I suppose you have no objection to my showing it to the members of the Committee?—No, not at all, but I wish it to be kept private. I saw in the paper that the Llanberis men received wages in 1892 on an average at the rate of 31*s.* per week, working six days a week, but our men received at the rate of 33*s.* 2½*d.* per week working five days a week. Our men, therefore, received 2*s.* 2½*d.* a week more for working five days than the Llanberis quarrymen received for working six days.

4274. Was that in 1893 or 1892?—In 1892 I think, but I am not certain.

4275. You know Festiniog well,—have you any suggestions to make to us for improving the condition of the men here or at Festiniog or anywhere else in the county?—No, I have nothing on my mind just now.

4276. (*Mr. Evans.*) I should like the history of your men; are they all quarrymen from boyhood?—Of course the slate makers are, they cannot be anything else than that. The men who work outside came first of all from Llanllyfni with Mr. Williams when he came here. That is a long time ago.

4277. What about the rockmen, are they quarrymen from boyhood?—No, they are not.

4278. Are there any of them rockmen from boyhood?—I cannot tell. Perhaps there are, but I do not know.

4279. But most of them are taken from the labourers?—Yes, some of them commence as labourers, and then we put them on as miners, and then on to the rock. That is our rule. First of all they are labourers, then miners, and afterwards rockmen.

4280. So you have no means of comparing whether a rockman who has been a quarryman is a better rockman than a labourer who has become a rockman?—Of course a quarryman ought to make a better rockman, because he understands the nature of the rock.

4281. Do you know of any accidents, or have you seen any that have happened in consequence of having an unpractical man working on the rock?—No.

4282. You do not know of any?—No. I think Dr. Foster will be able to tell you that we have been very fortunate in that respect.

4283. I see according to the returns that you had four fatal accidents from 1885 to 1893. Can you tell us what was the cause of those accidents?—The last accident we had was that of a man who fell down through a shaft. That was in 1894.

4284. You can refer to that if you like, but I was referring to the period between 1885 and 1893?—I do not quite remember. I know that one man was killed at No. 8. The "cover" came down on his head. If you can give me the names of the men, perhaps I can remember the cases.

4285. (*Chairman.*) David Evans and Hugh Jones are two of them?—A piece of rock came down on David Evans and killed him.

4286. That was in 1877?—Yes.

4287. (*Mr. Evans.*) From what kind of a place did the rock fall?—From the face of the bargain.

4288. Was it from his own bargain?—Yes. There was a slant running up, and the thick end upwards. I think I am now referring to another case. Those men were miners working at No. 14. They were working at night, and a piece came from above and killed them.

4289. From where did the piece come?—From the face of the rock.

4290. Was it from their own bargain?—No. They were miners preparing the opening.

4291. Were those men in charge of the rock from which this piece fell?—Yes.

4292. Then it could not be anybody else's fault that it came down?—I do not think that you can blame anybody. The bargain-man never thought it would come down, but it did come.

4293. There are two other accidents. One of the men was John Lewis. Do you remember how that happened?—He was a miner again. He was making an opening in No. 6. He was boring a hole in the face of the rock, and the piece into which he was boring the hole fell upon him.

4294. (*Chairman.*) The other case was that of David Roberts, a lump from the "cover" fell on his head?—Yes.

4295. (*Mr. Evans.*) Therefore all your accidents were caused by falls from the face of the rock?—Yes.

4296. Can you suggest any means of preventing that sort of thing?—No, I cannot, because although you may make the "cover" as safe as you possibly can today something will get loose in time.

4297. You have said that you pay very good wages as high as when you work six days. Do you get the same amount of work as well?—I think we do, or very nearly. We are very well satisfied.

4298. Your experience is that you get as much work out of the men in five days as you formerly got in six?—Yes. I have very great faith in short time and hard work.

4299. (*Mr. Jenkins.*) With regard to the accident to the two men—were they found dead in the morning, were they working at night?—Yes.

4300. Were they in charge of the rock that fell on them?—No.

4301. They were not on that very rock?—No, they had nothing to do with the piece that fell.

4302. Therefore it could not have been their fault?—No, except in this way, they did not inspect the place above them before they began to work. They ought to have done that.

4303. How high was it?—From 2 to 5 yards, I think, or about that.

4304. Do you inspect these places often. How often do you make an inspection of these places?—What places?

4305. The places you have left?—We do not inspect them, but the men inspect for themselves, and if they think there is anything dangerous we go there at once. They must tell us about it first.

4306. But you do not go yourself?—No; we have no regular system of inspection.

4307. Where a place goes out of the men's reach you do not inspect those places?—No.

4308. Unless you suspect it as being dangerous?—Yes, that is it.

4309. Do you not think it would be better to inspect it periodically—do you think it would tend to decrease the number of accidents?—I do not know.

4310. The place is open to a great height when you leave it?—Yes, in some places it is so, but we do not go very deep without cutting a new "cover."

4311. Do you leave that as a barrier above the men who are working underneath?—Yes, to protect them from anything above them.

4312. And that serves to protect them?—Yes, of course.

4313. What is the width of your vein?—In the middle of the vein it is about 16 or 17 yards, but at the end it is a little wider. I gave it as 17 to 18 yards in the statement I made at the commencement. That is about the average.

4314. What is your opinion of the system of filling the place up—could it be applied to your quarry?—In what way do you mean?

4315. I mean the filling of the place up after it has been worked?—I do not know what you can get to fill. You must carry out everything where you are working, and there will be nothing to fill it up with.

4316. In some mines they fill the place up after they have worked it?—But we go down and we must keep the place clear.

4317. You think it is quite impracticable to fill it up?—Yes; our vein is perpendicular.

4318. There is one quarry in North Wales where they fill up as they work a chamber?—There may be. I do not know. Of course they must work one chamber first and carry rubbish from the next to it.

4319. You are of opinion that it is impracticable to carry out that system here?—Yes, certainly.

4320. You have referred to allotments. What do you say the men pay for their gardens?—They pay at the rate of a farthing per square yard.

4321. Is that added to the rent of their houses?—Yes, if the garden is not attached to the cottage. If they go to the field it is added.

4322. Therefore, it is not included in the rents which you say range from 2*l.* 10*s.* to 7*l.*?—No.

4323. What do those rents include?—The houses only.

4324. And the difference between the 2*l.* 10*s.* and the 7*l.* represents a difference in the size of the houses?—Yes.

4325. Are the houses freehold or leasehold?—The whole of the property is freehold, and belongs to the company.

4326. You say that the men who work by the day get more wages on account of their working only five days instead of six?—Yes.

4327. What are their wages?—The dressers outside get 4*s.* a day, more or less—1*d.* or 2*d.* under or over, and I think they get just about the same inside.

4328. What do you pay the labourers who work by the day?—We do not employ them to work by the day; they are on piece-work. There are, however, a few at from 3*s.* 4*d.* to 3*s.* 6*d.* or 3*s.* 8*d.*

4329. Those men do not work for the contractors?—I am referring now to the men who work for the company. Those who work for contractors get from 3*s.* 8*d.* to 4*s.*

4330. What were the wages before you began the five-days' system?—3*s.* or 3*s.* 2*d.*, according to the work. We classify them. They are not all paid at the same rate.

4331. And the men are now paid at a higher rate in proportion?—Yes; they were raised purposely about four or six months ago, that is to say, they were raised because they were only working five days a week.

4332. Did not the advance in wages take place on account of the improvement in trade?—No, it was not so. Of course you might put the two together if you wish.

4333. But they are two distinct causes, are they not?—Yes, of coures.

Mr. M. Roberts.

3 April 1894.

4334. The men only work five hours a week less now than they used to do?—Yes.

4335. Are the wages higher in proportion, taking the men who work by the day only?—Our men get quite as good wages now as they did when they were working six days a week, and better.

4336. They earn better wages all round?—Yes.

4337. And you say they are quite satisfied with the arrangement?—Yes, I believe so.

4338. Are both classes of workmen satisfied—the journeymen as well as those who are paid by piece-work?—They can testify for themselves. Some of them are here now.

4339. (*Mr. Evans.*) Do you expect every man to take care of his own bargain and to see that it is worked safely?—Yes, I do.

4340. So that you do not consider that you have any business to interfere?—No. We always consider that he is to call our attention to anything he has any doubt about.

4341. I suppose you expect him to do it right if it is within his contract?—If he says there is anything wrong, of course we will go there at once with long ladders, and send proper men to help. We have practical men to send with the long ladders to those places.

4342. You have never had any accidents from blasting, or from the use of explosives in any way?—No, I do not think we have. I do not remember one at this moment.

4343. Can you tell us what is the proportion of your non-fatal accidents to your fatal accidents?—No, I cannot say.

4344. You have no idea what their number is?—No, I have never thought of that. They are very few, I think.

4345. Do you think they are equal to the fatal accidents in number?—I have had to report on a few during the last five years, I think; but only a very few. I never thought of making any calculation on that point.

4346. (*Mr. Jenkins.*) Most of the accidents have occurred from falls from the top?—Yes, from falls of ground.

4347. Do you believe it is safe to leave these places entirely to the men themselves?—I think they are the best authority, because they know all about it.

4348. Do you think that the manager has any responsibility on that head; ought he to look after the men and see that they work the place properly and safely?—I cannot see how the manager can, unless the men call his attention to it, because it takes him all day to inspect two or three chambers, and of course the men who work in the place know better than anybody else.

4349. Do you know that the manager is held responsible for the safety of the place?—Yes, to a certain extent.

4350. Do you think the manager can shift the responsibility from his own shoulder to the shoulders of the men?—I do not know what you mean.

4351. By leaving the place entirely to the control of the men, by leaving the men to themselves?—Of course the manager has his duties, and the men have their own duties. They are sensible men, and they help one another as much as possible.

4352. But the manager is supposed to look after the men, and to see that they work the place properly and safely?—Yes. Of course, the men are to call his attention if there is anything that they suspect to be wrong. It is impossible for any manager to know of these things when he just passes round.

4353. I see by the wages book that you have three separate classes of men. Have you a separate standard wage for the three classes?—No, they are pretty much the same. We value the men as we find them.

4354. (*Mr. Evans.*) Are there any men in your locality who suffer for the want of anything in consequence of being paid wages that are too low—I mean ordinary men, who are anxious to work?—Of course, we are not Wesleyans. We must pay a man according to his ability, without taking into account his family.

4355. But is there any need among the men for necessaries?—I cannot point to anyone now.

4356. (*Chairman.*) With regard to the accident in 1877 to David Evans and Hugh Jones, you say it was a fall over which the men themselves had really no control?—They were working in the opening, and the bargain-men were working just above them. It seems that the bargain-men blasted the hole and took the loose rock down—everything that they thought was dangerous, but during the night some of the rock fell on these two men.

4357. So that it was some rock that was being excavated by other men that was left in a dangerous condition?—Yes.

4358. And it fell upon these two men?—Yes, but they had to pass this loose piece when they were going to their work, and they ought to have seen it. They ought to have seen that the place was safe before they went to work.

Mr. H. Roberts.

Mr. Hugh Roberts examined by the Chairman.

4359. Where do you live?—At Abergynolwyn.

4360. And what are you?—A rockman.

4361. At what quarry do you work?—At Bryneglwys.

4362. Do you work underground there?—Yes.

4363. How long have you worked there?—From 30 to 40 years.

4364. And you have worked underground there the whole of that time?—Yes.

4365. What suggestions have you to make to us for ensuring the health and safety of the workmen?—The best thing I can suggest is that plenty of care should be taken of every place.

4366. Have you anything else?—I do not think I have any suggestion to make in that direction. I may say that as far as my experience goes two out of every three if not three out of every four, accidents that occur take place owing to the negligence of the men themselves, or to their carelessness or want of thought. That is due to their over-anxiety to make good wages.

4367. Were you at the quarry when David Evans and Hugh Jones were killed in 1877?—Yes.

4368. Do you think that they were in any way to blame for that accident?—Yes, no doubt they were. They ought to have taken more care. They worked in the chamber, and if they had taken proper care the accident would not have happened.

4369. In the case of David Evans, who was killed in 1890, do you think he was in any way to blame for the accident which resulted in his death?—Yes, I think he was, without a doubt. He and his partner, or the contractor, were to blame. The place was dangerous, but with care the accident might have been avoided. If they had examined the place properly, they might have detected the danger. I know the place well, because I went there to work in succession to the man who was killed. I should like to say another word, but I do not do it with the view to flattering the manager, my fellow-workman will be able to confirm what I say. The assistant manager had warned both the men in the morning. They were told not to bore the hole where they were boring it, and they were told that the rock would certainly slip down if they did so, but they did not take the advice given to them. They did as they thought best themselves, and the accident was the result.

4370. (*Mr. Evans.*) Can you suggest anything to prevent these accidents, except more care?—No, I cannot, but I consider that the manager should exercise more care as well as the workman.

4371. Do you consider that it is the duty of the rockman, or the workman, whatever he is, to take care of his own bargain independently of the manager?—Yes, I do, because the life of the workman is in the question and it follows that he ought to take every possible care.

4372. I suppose there are many things that happen that the workman only can find out, and that it is impossible for anybody else to find it out?—Yes, that is the fact, undoubtedly. The man who works in the place ought to know better than anybody else what the

danger is. The manager ought to see to these things, but the workman ought to inform the manager if he knows of anything dangerous. I have never seen a manager who would not attend to such matters, and remove the danger if their attention were called to it.

4373. Do you think that the manager should allow men to work in a dangerous place, when the place is found to be dangerous?—No, he should not, of course, but it is possible that the manager relies on the knowledge and experience of the contractor. I do not know how far the responsibility ought to rest with the manager. The workman may think that the place will be safe for a time. If he considers that the place is unsafe, he must be a very foolish man if he goes there, seeing that his life is in danger.

4374. You seem to be referring to a place now with regard to the safety of which the manager and workman are of a different opinion?—I have not seen a place of that kind. I have never seen a place where a manager compelled a man to go to work, but I have seen cases where the manager and workman differed in opinion, one thinking it more dangerous than the other.

4375. But you have not seen any manager pressing the men to go to work to a dangerous place?—No. The only remedy we can get, as far as I am aware, is that there should be a complete understanding and proper sympathy between the manager and the workmen.

4376. Do you think there can be any improvement in that respect?—No, in my own case there cannot. I do not think there can be any improvement in our quarry, but I believe I have seen some who only have given a very unwilling ear to our complaints. I think, however, that matters are improving in that direction.

4377. Do you think that anything can be done to diminish accidents if any change were brought about in the inspection of quarries?—I do not think the accidents would be any less, but the men at our quarry are strongly of opinion that the Inspector should be a practical quarryman, and that he should visit the quarries oftener than the present Inspector is able to do. Our opinion is that we do not want an Inspector to visit the quarry so much after an accident has happened, but before that, in order that he may prevent the occurrence of accidents if possible.

4378. How often do you think that this Inspector should visit your quarry?—I cannot decide that point, but I believe he ought to visit it four or five, or perhaps six times a year. But that is a question I have not considered very carefully.

4379. I understand from Mr. Roberts, your manager, that you now work five days a week only?—Yes.

4380. Do you work harder now than you did when you worked six days a week?—Yes, of course we do. We work as hard as we can.

4381. I suppose you will not admit that you were not working hard when you worked six days?—I believe myself that we would work as much in eight hours as in twelve. I am a strong believer in the eight hours movement.

4382. You believe you are giving as much work now in five days as you did formerly in six days?—Yes, and more under some circumstances. There is no doubt about it. We use every effort to get through as much work as possible, now that we have only five days a week to work in, but when we had the Saturday to fall back upon we did not exert ourselves so much.

4383. You are not paid more now for the quantity of work you do than you were paid before for the same quantity?—If the amount of work is equal, the pay comes to much the same thing.

4384. But is the work equal?—Yes, I believe it is. We also pay more to the men who work by the day, in consideration of the fact that they only work for five days instead of six.

4385. Therefore you do not think that the owner suffers in consequence of the men being allowed to work for five days instead of six?—No, the owner is not a loser. For one thing, he paid a full day's wage formerly for the Saturday, when we only worked five hours on that day.

4386. (*Chairman.*) Do you think you would be better off with six days a week, of eight hours each, than under the present system of five days a week, of ten hours each?—I do not think we would be. I believe we would be pretty much in the same place.

4387. (*Mr. Evans.*) In speaking of an eight hours' day, do you mean eight hours for six days or eight hours for five days?—I have no authority to speak on behalf of my fellow-workmen on this point. I am only expressing my own opinion as to the eight hours question.

4388. Then what is your own opinion. Do you mean eight hours a day for six days, or eight hours a day for five days?—Eight hours for six days, of course.

4389. You see it is important we should know that, so that we may not be led astray?—I should like to say that the eight hours' question deals with two classes of workmen in these slate quarries. Eight hours a day is quite long enough for a man to work underground in a damp place and in a smoky atmosphere; but with regard to the men who work outside, perhaps they can work for ten hours. At the present time we dare not go home after we have worked our eight hours, as we have to help the men who work outside with their work.

4390. Can you tell us which of those two classes of workmen are the healthier, the men who work underground, or those who work outside?—Yes, I can tell you that at once. The men who work outside, of course.

4391. Would you be surprised to hear that the reverse is the case in the Festiniog district?—I do not know anything about that, but they drink too much tea in Festiniog.

4392. Do you drink much tea here?—No, we try to get milk here. You heard what Mr. Meyrick Roberts said about cows.

4393. Do you, as a class of workmen, drink much milk?—We do, as much as we can get, but that is much too little. I should like to say that the plan we have in connexion with our quarries is of the greatest advantage to the men, and I should like to see it prevail elsewhere.

4394. You are now referring to the letting of land and allotments?—Yes, so that every man might have sufficient land to keep a cow or two. As to the gardens, the value of the land has been increased to the owner from 4*l.* to 9*l.* or 10*l.*, but to us it is equal to 80*l.* or 100*l.*

4395. You find it is a great benefit to you as a body of men to have small holdings of that kind?—Yes. I think it would be one of the greatest advantages the working population could have, if it were possible to get them, and to have them compact and convenient, so that they might be cultivated by the men in their spare hours.

4396. I do not know whether I should ask you, but have you any very old men amongst you?—I think I am the oldest.

4397. To what age do you work generally at Bryneglwys?—I do not know. I have buried every one of the workmen who were my seniors.

4398. How old are you?—I am a widower, and am not going to tell you my age. I am 63.

4399. And you are the oldest workman at Bryneglwys?—Yes, I am the oldest who is working there now; and I have also worked there for a greater number of years than any other man.

4400. What about your dwellings—have you good houses?—Yes, they are excellent houses, or they seem so to me, compared with the huts in which men lived in my early days.

4401. (*Mr. Jenkins.*) You consider that the improvement you have had in the matter of houses and gardens is a special advantage to you as workmen?—Yes.

4402. And that is the general opinion among the men?—Yes, it is.

4403. How much rent do you pay for the house alone?—The rent varies. There are a few old houses which the company bought along with the property. The rents vary, I think, from about 3*l.* to 7*l.*; 5*l.* as a rule is the rent.

4404. What do you pay per acre for the land you use for the purpose of keeping cows?—That has been valued as fairly as possible by calling experienced men there to value it. Some land may be much better than others, and every man does not pay at the same rate.

4405. And the workmen are satisfied with that arrangement?—Yes, and we would be very glad to get 40 or 50 acres more added to it if we could.

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4406. Do you think that advantages of the same kind ought to be extended to workmen throughout the country?—Yes, that is our opinion. It ought to be one of the first privileges extended to every quarrying district.

4407. What is the opinion of the men with regard to working five days a week instead of six?—We have not taken the matter into consideration lately, but we put it to the vote on one occasion and the majority at that time were in favour of working five days. If we were to take a vote now, I cannot say but that they would call for a week of six days. I cannot say how they would vote.

4408. Does a different feeling prevail among one class of workmen compared with the other class?—Not so much now, but there was at one time. The men who work by the day felt at one time that they were losers by the arrangement, but now the contractors as well as the owner pay the journeymen at a higher rate of wages. There are only a few journeymen paid by the owner; they chiefly work for the contractors. I do not think there is any ill-feeling between the two classes of men at present.

4409. Can you tell us what proportion of the men work by the day at your quarry—I mean those who work by the day for the owner and contractors?—I can scarcely answer that off-hand, but I should think one man out of every three is a journeyman.

4410. And those men have five days per week counted to them instead of six?—Yes.

4411. Has there been an advance in the rate of wages to every one of those men to compensate them for the loss of the one day per week?—Yes.

4412. What was that advance?—The advance varies, of course. I cannot say how much Mr. Meyrick Roberts advanced to the journeymen who work for the company, but I can say what we pay.

4413. And what do you pay?—We advanced the wages from 3*s.* 8*d.* to 4*s.*

4414. And those wages are reckoned for the five days, I suppose?—Yes.

4415. Do you feel that that is an advantage?—We do not consider it a disadvantage. It does not matter much which system is carried out.

4416. Do you not know that there is a feeling among the journeymen against the five days?—That has been the case to a very great extent, but that feeling was based on the assumption that they would receive 4*s.* per day if they worked for six days. They are wrong there, for if they were to work six days a week they would only be paid at the rate of 3*s.* 8*d.*, the same as formerly.

4417. The accidents that occur at your quarry happen mainly owing to falls of ground?—Yes, they happen principally from falls when men are working. There have been 29 or 30 during the period I have been working there, but I do not know of one that has happened from a fall of ground without notice, so to speak.

4418. Those are accidents from the ground which is under the immediate charge of the workmen at the time?—Yes.

4419. Take the accident to David Evans and Hugh Jones, was that rock under their direct charge?—All the opening was under their direct charge, and they ought to have observed it.

4420. Do many of these falls occur which do not result in accidents?—Yes.

4421. And is there any record kept of those falls anywhere?—I do not know. We have no great falls, such as there are at Festiniog.

4422. But there is no record kept of these falls?—I cannot answer that question. We do not keep any record, but we recollect them very well, especially if we have had a narrow escape.

4423. There are more of these, I suppose, than there are of falls which result in accidents?—As far as my memory goes no accident has taken place from an unexpected fall. The falls take place in the places where the men are actually working. There has been no unexpected fall, as far as I know.

4424. But there have been many unexpected falls which did not result in accidents?—Yes, falls have happened, but they have been most frequently in the night.

4425. Where do they come from, as a rule; what is the cause of them?—I suppose it is from pieces getting loose, and being left without any attention being paid to them for some months.

4426. Places that had gone beyond your reach?—Yes, out of reach from the ground, but we might reach them with ladders.

4427. If I understand you rightly, you say that a great majority of the accidents happen through carelessness on the part of the men, who are anxious to make wages?—Yes; my experience is that at least three out of every four of the accidents that happen, if not the whole of them, occur through over-haste or over-anxiety on the part of the men to make wages.

4428. Do you find that to be a great temptation to the men?—Yes, it is, to those who get rather small wages.

4429. Under those circumstances, do you think there should be some supervision over the men themselves?—Do you mean that the manager ought to superintend them, or how?

4430. Yes?—There should undoubtedly be some means of bringing us as workmen to exercise more consideration and care.

4431. Do not the lives of other men depend very often upon the action of one man?—Yes, very often. As a rule there are one or two men in every bargain on whom the responsibility chiefly lies, and these men, by their negligence, may bring about an accident which might result fatally to two or three.

4432. Do you know that the law holds the men and the masters responsible?—Yes, I have heard that, but I do not understand it fully.

4433. If that is so, do you think it is a sound principle?—No, I do not think it is. I have been talking that matter over on the way here with one of the witnesses, and we failed to agree.

4434. Do not you think the master ought to be held responsible as well as yourself for the proper carrying out of the work, so as to ensure the safety of your fellow-workmen?—Yes, certainly, he ought to be held responsible for its being done properly at first, but it might go to a state when you would not think it right to hold him responsible. Possibly I, by my negligence, might leave something which might be dangerous, and prove fatal to somebody.

4435. Can that happen sometimes owing to the manner in which the men have left the rock, or owing to the manner in which the work has been done?—Yes, it can happen owing to the unskilful way in which the work is done. It is very important always, in cutting the sides of the pillars, that they should be done by a competent workman, and not by a bungler.

4436. In cases of that kind should there not be special supervision to see that the place is worked properly, and left in a proper condition?—Yes, certainly, but I would expect the managers to see that that was done properly.

4437. Mr. Meyrick Roberts has told us that it would not be easy for them to do that in going round the bargains?—Yes. but I am speaking of the new bargain when it is commenced. In cutting free top they should see that it is safe, but after that, as we proceed, I might do many things in a day that the manager could never find out.

4438. Do you think that proper care should be taken before the place gets out of reach that everything has been properly done?—Yes, I do.

Mr. O. F. Williams.

Mr. Owen Francis Williams examined by the Chairman.

4439. Where do you live?—At Abergynolwyn.

4440. Are you a rockman or a quarryman?—A quarryman.

4441. Do you work outside?—Yes.

4442. In the mills?—Yes.

4443. And how long have you worked there?—I have worked at the quarry since I was 13 years of age, and I am now 50. I worked at Bryneglwys for 27 years.

4444. So that you have been working altogether for 37 years?—Yes.

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4445. And have you worked all that time in the mills?—Yes, but sometimes I have had to go underground—when we were short of slates.

4446. Do you think you suffer in health by working in the mills?—No, not specially.

4447. Are you inconvenienced in any way by the dust?—No, I am not.

4448. Not at all?—No.

4449. Have you anything that you can suggest to us for improving matters at the quarries—above ground or underground?—No, I have nothing very particular. I consider that one of the most necessary things in the mills is that they should be kept free from draught.

4450. Is your mill draughty now?—The mill we have at Bryneglwys is very good.

4451. Did you hear the evidence given by Mr. Hugh Roberts, the last witness?—Yes.

4452. And do you agree with him generally?—Yes, I do.

4453. (*Mr. Jenkins.*) The mill you are in now is a new mill, is it not?—No, it is an old one.

4454. So that the old, as well as the new, is a very good one?—It is free from draught.

4455. Is it rain-proof?—It is only middling in that respect.

4456. Then there is room for improvement in that direction?—Yes, and they have promised to put that right, I believe.

4457. What kind of a place do you eat in?—In the weigh-house.

4458. Is there enough room in the weigh-house for you all?—Some go to the weigh-house, and others to the joiner's shop.

4459. Then you have no specially prepared eating-house?—No, we have none up at the top. There is one in the mill at the lower floor.

4460. Do you think it would be a special convenience to the men if a proper eating-place were provided?—I do not think it would be an improvement at all, as far as we are concerned. We might just as well eat in the weigh-house.

4461. Have you a long distance to walk to your work?—Yes.

4462. And do you get wet sometimes on your way to the quarry?—Yes.

4463. What do you do in that case—do you work in your wet clothes?—We have to do so, or to go home.

4464. Do not you think that is injurious to your health?—Yes, it must be under certain circumstances.

4465. What would you suggest with the view to improving that state of things?—The best thing would be for the men to have two suits of clothes, and to leave one at the quarry so that they might change.

4466. You feel that the dust in the mill does you no harm?—No, none at our place, because we are pretty far from the place where the dressing machine is.

4467. In what way are you far off?—At Festiniog, as you know, they work nearer to the dressing machine than we do at Bryneglwys.

4468. And from that you think there is not so much dust?—It does not affect us so much, owing to the distance.

4469. How are the sanitary arrangements at your quarry—are there any privies for the use of the men?—There are some belonging to the barracks, but there are none for the workmen at the quarry.

4470. How many workmen are there at your quarry?—I do not know exactly. Mr. Meyrick Roberts can answer that question better than I can, but I should think there are about 200.

4471. That is above ground and underground combined?—Yes.

4472. And about half of that number work above ground?—Yes.

Mr. M. Roberts.

Mr. Michael Roberts examined by the Chairman.

4473. Are you the manager of the Aberllefenny Quarry?—I am.

4474. How long have you been manager there?—During the last 16 years.

4475. And what were you before that?—I was a quarryman.

4476. Where did you work?—At the Aberllefenny Quarry.

4477. What is the total length of your practical experience in and about quarries?—I have been in them since my boyhood.

4478. About how many years, roughly speaking?—About 32 years.

4479. What have you to tell us about improving matters at the quarry?—I take it that the object of the Committee is to prevent accidents, and I believe that the workmen, as well as the manager, have much to do in that direction. I always feel that all the workmen—miners, rockmen, and labourers—ought to consider, in carrying out their work, what their responsibility is in relation to their fellow-workmen. I do not believe that to legislate for the master and to leave the workman without legislation will help to prevent accidents. During the time I have been manager I go through the quarry, and pay the greatest attention to the different parts of the work, such as the covers, the chambers, chains and cranes, and so on.

4480. By "covers" you mean roofs?—Yes; we call them "covers" here. I tell the men if I see anything becoming dangerous, and call upon the men to inform me if they see anything wrong. As a general rule, I see more danger in a place than the men themselves do. I do not think I have anything else to say, but I shall be glad to answer any questions.

4481. Have you any barracks for your men?—No, we have not. Our men, with the exception of a very small number, live in houses convenient to the quarry; at least nine out of every ten of the men are able to go home, so that they do not require barrack accommodation.

4482. Do the others lodge in the village?—Many of them live in Corris and the district, and they eat at the quarry.

4483. (*Mr. Evans.*) I see that there has been one fatal accident from explosives in your quarry?—Yes.

4484. (*Chairman.*) The return states that the man was struck by a stone from a shot fired by another man. The shot took fire and went off prematurely while the man was preparing to ignite the fuse. Is that right?—Yes.

4485. (*Mr. Evans.*) It went off prematurely?—Yes.

4486. Can you give us any reason for that?—It was a hole under the hard. The cleavage in our rocks is perpendicular, and the "slips" dip at an angle, and we have to blast the rock from beneath the upper "hard" until we get the "hard" below in the foot-joints. The fuse took fire prematurely, and before the men could get out of the way it exploded, and threw a stone to the chamber.

4487. There was also one fatal accident between 1885 and 1892 from the fall of a crane?—I do not remember.

4488. (*Chairman.*) Their names were William Davies and John Davies?—That is before my time.

4489. (*Mr. Evans.*) You have been there for 16 years?—Yes.

4490. And it is not more than nine years since that accident happened; it is given in the return as having taken place between 1885 and 1892?—I think it was in 1875.

4491. But I am talking of accidents after 1885?—(No answer.)

4492. (*Chairman.*) There was an accident on the 2nd June, 1888: John Jones Williams, aged 20, unexpected fall of rock from about 30 feet above him while he was walking along.

4493. (*Mr. Evans.*) Did that stone come from any bargain for which the men themselves were responsible?—It came down from the side of a pillar.

4494. And the men had nothing to do with looking after that?—It appeared at the time to be an accident for which no one could be blamed. It came from the side of a pillar. It was what we call a "rotten post," and when the man was passing underneath about a barrow-full fell upon him. It was quite unexpected.

4495. Do you make any periodical inspection of such places?—Yes, very often.

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4496. You told us in your statement that you take notice of chains and other things in passing by?—Yes.

4497. Have you anyone besides yourself to inspect such things and to report upon them to you?—No, there is no one appointed but myself and my assistant.

4498. Do you think that you and your assistant are sufficient to do that work?—Yes, I think so.

4499. Do you consider the workmen themselves responsible for keeping their bargains safe?—I consider it is for the workman himself to keep his bargain in a safe condition, but I do not hold him responsible altogether.

4500. You consider that you are responsible to see that a man keeps his bargain safe?—Yes, certainly, for without proper supervision many a bargain might be spoiled through the over-anxiety of the men to make good wages.

4501. Do you think that the men are inclined to run a risk in a matter of that kind from any other motive than when he is working for low wages?—Yes, I believe so. I think he might do it more from want of thought than want of principle. A man might put a pillaring hole, as we call it, in the side of a post, and spoil the post by so doing. He might also make a mistake otherwise than from want of thought, and that might affect his fellow-workmen.

4502. (*Mr. Jenkins.*) You say you make periodical inspections?—Yes.

4503. With what means do you do that?—With candles.

4504. The word "roof" has been used, what do you mean by that?—The "cover." The formation of the rock is different here to what it is at Festiniog.

4505. The cleavage is perpendicular?—Yes, the roof is the same as what they call the "ceiling bôn" at Festiniog. I cannot point to any roof that became dangerous on the present principle of working.

4506. You have not seen them become dangerous?—No, not on the present principle of working—having them examined after the miners leave them. I always go there during the time the miner is there, and before he leaves it I always examine it myself.

4507. After the places go out of reach, by what light do you inspect them?—We have a kind of lamp, unless we can find it out by daylight, and we also use ladders, but it is very seldom that we get that trouble after we once make the "cover" safe.

4508. You very seldom use lights of any kind?—No, it is seldom we find any need for it.

4509. But when you do use them you use paraffin lamps?—Yes.

4510. Do you find the light they give sufficient?—I have been making torchlights myself to see places with. I do not say that you can see a crack or anything of that kind in a post far off with the aid of a paraffin lamp, but you can see for some distance.

4511. (*Chairman.*) Would it not be an advantage to have a better light?—Yes, very likely it would.

4512. (*Mr. Jenkins.*) Have you seen the Wells light?—No, I have not. I have got a paraffin lamp, and it gives a very good light.

4513. Does the upper "slip" sometimes get dangerous?—Very seldom, unless we meet with a slant, and we get that when it goes out under the chamber.

4514. The lower end of it?—Yes.

4515. Does that give way sometimes?—No. Sometimes we have to remove our chambers and have a new "cover." When we get a very loose joint we shift the "covers."

4516. (*Chairman.*) You mean that you cut the "cover" again?—Yes, we shift the chamber.

4517. (*Mr. Jenkins.*) How many floors have you in your quarry—one underneath the other?—We do not work in floors—only one chamber from top to bottom.

4518. How deep is that?—About 150 yards, or 100, or 50. It varies.

4519. Do you consider these quarries very dangerous from that point of view?—No, I do not, because the width above is only about 16 or 17 yards and you will have a cover from one side to the other.

4520. What is the width of your chambers?—It depends upon the quality of the rock.

4521. Entirely?—Yes, some are very small.

4522. What is the greatest width you have?—We consider 20 yards very good for length.

4523. From pillar to pillar?—Yes, some are 30 yards—one or two of them, but we do not complain if we get them 20 yards.

4524. Do many falls of ground occur in your quarry without resulting in accidents?—No, not very many. We are not troubled much with big falls. We find that some things get loose occasionally, and we clear them off.

4525. That is the case now?—Yes.

4526. You find that your vein is not very thick—do you consider it impracticable to work the thickness and afterwards fill it up where you have worked it?—Yes, it is quite impracticable.

4527. You could not work on a system by which you would get out the whole of the rock and fill it up as you go on?—No, you would spoil the quarry. The vein runs down deep into the earth and you must follow it down from the top.

4528. You do not cut floors underneath so as to make a cover to a lower part?—No, not unless we have something that calls for it.

4529. (*Mr. Evans.*) What do you think of the system of working five days a week instead of six, about which we have just heard; do you think the men can give you as much work in five days as in six—what is your opinion?—Speaking for myself, I would rather have five days than six.

4530. But what do you mean by that?—Well, it is less time for one to work.

4531. But what about the principle of the thing; do you think they can do as much in five days as they can in six?—No, I do not.

4532. (*Chairman.*) Or put it another way—do you think they do as much in five days as they did in six days?—That is a very ticklish question; but I do not think we can in five days do the work of six.

4533. (*Mr. Evans.*) You think it premature?—Yes.

4534. (*Mr. Jenkins.*) What do you think of the eight hours day, would it be an advantage?—I cannot say. I do not know what more than eight hours we work now taking the year all round. I do not think we are very much over it.

4535. What are your hours?—Ten hours for five days, and five hours for the Saturday in summer.

4536. That is 55 hours a week?—Yes.

4537. (*Chairman.*) Is that inclusive or exclusive of meals?—Exclusive.

4538. (*Mr. Jenkins.*) And what are the hours in winter time?—From light to light.

4539. What is your shortest day; have you any specific rule?—I should say seven hours a day for two months.

4540. What time do you commence in the morning in the winter, when the day is shortest?—Say 8 o'clock.

4541. And then, I suppose, you allow half-an-hour for dinner?—We allow an hour for dinner, and we leave off at 4.30.

4542. You have an hour for dinner all the year round?—Yes, because we have cottages so near to the place.

4543. And the men are able to get home for dinner?—Yes.

4544. Do you think that it is an advantage for them to have their dinners at home?—Yes, I think it is. They can get a warm meal there.

4545. And a better meal?—They can get what they like when they get home.

4546. And a better cooked meal?—Yes, no doubt.

4547. (*Mr. Evans.*) Can you tell us what date you commence to work 10 hours a day and when you give up?—No, I cannot say for certain.

4548. (*Chairman.*) Have you began the 10 hours now?—Yes.

4549. (*Mr. Evans.*) Did you begin on the 10th March?—Yes, at the beginning of March. I think we worked full time in March.

4550. When do you give up working 10 hours a day; what part of October?—Perhaps about the middle of October.

4551. What date do you think, the 20th?—Yes, about the 20th or 25th.

Mr. EVAN GRIFFITH examined by the Chairman.

Mr. E. Griffith.

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4552. You are manager of the Ratgoed and Cymerau quarries?—Yes.

4553. How many years have you been manager?—Ten.

4554. You have heard what Mr. Michael Roberts has said?—Yes.

4555. Do you agree with what he has said?—Yes, especially with regard to the responsibility—that it rests both upon the managers and men.

4556. (*Mr. Jenkins.*) You agree that the responsibility rests with the manager of seeing that the men perform their duty?—I look upon it in a wider sense than that, but that is one thing, no doubt. He is responsible for doing what he can to keep the men to their duty, but, as Mr. Roberts stated, they can do much without the manager being able to see, and that may result in an accident. I consider that the whole of the responsibility does not rest with the manager.

4557. (*Mr. Evans.*) How did the fatal accident happen at your quarry—I see there is one fatal accident?—Yes, there is only one in the course of 10 years. A man fell to the sink. He was working on the edge, and there was a chain close to him. We do not know how he did fall, but it is generally supposed that he had a sort of a fit or something of that kind. There was another man close to him, but he did not notice him fall.

4558. Do you think he could have fallen if he had made proper use of the chain?—No. The chain was close to him, and if he had used that, he could not have fallen down.

4559. Do you find that men are reckless sometimes, and that they do not use the ropes or chains?—Yes, they are, no doubt.

4560. Do you think that they should be compelled to use them?—You cannot compel them unless you are on the spot.

4561. Do you think a law should be made that a man should be punished for not using them?—I do not know about that, but it is a fact that they do not use them when they should do so.

4562. How many men do you employ?—We have only 30 or 32 between the two small quarries we have.

Mr. EVAN M. PIERCE examined by the Chairman.

Mr. E. M. Pierce.

4563. What are you?—A rockman.

4564. Are you a rockman at Aberllefenny?—Yes.

4565. And how long have you been there?—I have been working at the quarries for over 25 years.

4566. What were you doing before that?—I had been with my father on the farm. I commenced to work then; I went there first as a journeyman.

4567. For how many years were you a journeyman?—I have had charge of a bargain for 20 years.

4568. What improvements do you think desirable or necessary?—There are several points I wish to mention.

4569. I see that you wish to refer to the following points:—Proper paths to the quarry, that proper ambulance appliances be provided to remove those who have met with accidents, that better eating places be provided, that dust in mills be prevented, and that the ventilation be improved?—Yes.

4570. And you wish to say something about the hours of working in quarries?—Yes.

4571. Also, "That it would be desirable to appoint "an assistant or sub-inspector under Dr. Foster"?—Yes, that is the feeling of the men.

4572. And that it would be desirable to get suitable men among the jury at inquests?—Yes.

4573. Are these the seven points that you want to bring before us?—Yes, and to state a little of my experience.

4574. It would be convenient to take these points separately. When you say that better paths should be made to the quarry, do you mean better paths inside or outside?—Outside, more especially. When an accident happens at the quarry, it is a difficult matter to bring the injured man down from the quarry, because the paths are narrow and dangerous.

4575. Do you think the paths are dangerous for persons who are not injured?—Yes, I believe that is the case in some instances, especially when you have ice and snow, and after it gets dark.

4576. Are there many men using these paths at night?—No, not so many; but there are a few. I cannot say exactly how many there are.

4577. (*Mr. Evans.*) What sort of a path have you to go down to the quarries?—I can only speak as to my own bargain definitely and those which are immediately around me. The paths differ a good deal; some are better than others. We make them as well as we can.

4578. Will you describe some of those that you know?—I cannot refer to any now in particular, not those that are inside the quarry.

4579. Are they too steep or too uneven?—They are too uneven, and they are also rather steep in some places.

4580. (*Chairman.*) Have you ladders in some places?—Yes, we have.

4581. (*Mr. Evans.*) And are those ladders in good order?—Yes, they are.

4582. Have you a lean in them?—Yes, they lean a little.

4583. How long are they?—They vary from six to eight or ten yards.

4584. With regard to the paths outside the quarry—who is to look after them—do they belong to the quarry company or to the parish?—I should think they belong to the company.

4585. (*Mr. Jenkins.*) Are there precipices on either side of these paths where there is danger of men falling over?—No, there is not so much of that. When a man meets with an accident it would be a very desirable thing that two men should be able to walk side by side, but we have projecting rocks and such things generally at the side of the paths.

4586. (*Mr. Evans.*) What suggestion have you to make with regard to these paths?—I consider that they ought to be made wider and more even, where they are not so already.

4587. (*Chairman.*) Do you refer to the paths inside the bargains, or do you mean the levels?—I am now referring to the paths outside, which lead up to the quarry.

4588. (*Mr. Jenkins.*) Is it along these paths that you have to take a man who meets with an accident down from the quarry?—Yes, most frequently.

4589. (*Chairman.*) But can he not be sent down along some of the inclines?—That can be done sometimes, when the place is very difficult.

4590. (*Mr. Jenkins.*) So you have no paths where there is danger of men falling over?—No, there are none that are not properly fenced.

4591. Can you tell us at what angle the ladders are put generally?—No, I cannot say for certain. There is about a yard and a half of a base.

4592. (*Chairman.*) You also suggest that a proper ambulance be provided to remove those who have met with an accident?—Yes.

4593. Have you any appliances at the present time—such as a stretcher—that a man can be carried on?—No, we have not.

4594. Do you think that the rule in the Coal Mines Act should be enforced in quarries—rule 34, which provides that "where persons are employed underground "ambulances or stretchers, with splints or bandages, "shall be kept at the mines ready for immediate use in "case of accident"?—Yes, that would be a very good rule. It is the opinion of the men that something of that kind ought to be in readiness for the comfort of those who meet with accidents, and that they should be kept in the joiner's workshop.

4595. Have you had any ambulance classes in this district?—No, we have not, as far as I know, but there

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are some men who are more skilful than others in the use of such things.

4596. Do you not think it would be an advantage if you had instruction of that kind?—It would do no harm, and it might add to the comfort of the men.

4597. Possibly you are not aware that the men are taught in these classes how best to remove an injured man with the least danger and pain?—I have heard that some have been taught in that way.

4598. Do you not think it would be an advantage if classes of that kind were established at Corris or Aberllefenny for giving instruction to the men?—I do not think it would do any harm, and it might do good.

4599. (*Mr. Jenkins.*) You have no kind of appliance, you say, to carry an injured man?—No, we have nothing special.

4600. They are carried anyhow?—I saw a door being removed from a weigh-house on one occasion for the purpose of carrying a man.

4601. And when a man is injured there are no bandages or splints or anything of that kind at the quarry?—No, I am not aware that there is anything. I have never seen any.

4602. Have you a medical man belonging to the quarry?—Yes.

4603. How do you pay your medical man?—We pay him 1*s.* per month of four weeks.

4604. And does that all go to the doctor?—Yes.

4605. What does he do for that 1*s.*, does he attend the family as well as the workman himself?—Yes, he attends the children until they begin to work themselves, and then have to pay the 1*s.*

4606. Is that 1*s.* per month kept back at the office?—Yes.

4607. Do you regard him as the doctor of the workmen or of the employers?—(*No answer*).

4608. Who appoints him?—I cannot say. I look upon him as the employers' doctor. When the selection was being made last a committee was appointed in the neighbourhood, made up of workmen and agents.

4609. So that practically he is chosen by the men?—Yes.

4610. Do many accidents occur in this district that are not fatal?—There are a few, but not many.

4611. What is the nature of those accidents?—The majority of them take place through the carelessness of the men themselves.

4612. Will you explain in what way that happens?—I consider that when a man takes a bargain it is an important matter, as there are lives in peril in his bargain, and if he is not very careful accidents will take place there. I can only refer to a few accidents during the last 20 years in the bargain I worked in. Some have happened with the cranes, but there is a great improvement in this respect of late years, so that it is now impossible to meet with an accident in using them, except owing to sheer negligence.

4613. Do you mean that improvements have taken place in the construction of the cranes, or that fewer accidents have happened?—There have been improvements in the construction of cranes during the last few years, and these have reduced the number of accidents.

4614. What is the nature of the improvements you refer to?—A ratchet and pawl has been introduced.

4615. And after that was introduced you say the number of accidents has been less?—Yes. I am not aware of any accidents in the part of the quarry where I work after that was put on the cranes.

4616. In what other way do accidents of this kind happen?—The vein is a narrow one, from 15 to 17 yards wide. We cut the "cover" only half that width, and every care is taken by the manager.

4617. He takes every care to see that it is safe at first?—I cannot refer to any accident during the time I have worked there, except, perhaps, from falls from the roof. The lengths from foot-joint to foot-joint do not exceed four yards. It is an exceptional thing for them to be more than that. When a great length is being cut, the foot of it gets rather far into the underlying hard. In removing the next depth, a step must be left to afford strength to the hard, and consequently rubbish, caused by blasting, settles on this step. I would suggest that these steps should be cut in a sloping position to prevent rubbish from settling on them. We try to do that in our bargain.

4618. (*Chairman.*) You also want better eating houses to be provided?—Yes.

4619. What have you now; where do you eat your dinner generally?—Some of the men eat in the weigh-house, and others in a small hut which they have built for themselves.

4620. Do not many of the men go home for dinner?—There are about 10 or 12 of the men who work in the side where I am who do not go home, and about the same number—or perhaps a few more—from the other side.

4621. Are their homes too far away?—Yes. I have heard it said that some of the men, who go a considerable distance now, would not go home to eat if a convenient place were provided at the quarry.

4622. (*Mr. Jenkins.*) What distance have they to go for their dinner—those men who do go home?—About a mile, I should think—perhaps a quarter of an hour's walk.

4623. And there is a general feeling among the men that eating places would be desirable?—Yes, there is.

4624. (*Chairman,*) Dust in mills and ventilation,—that is your next point. Do you suffer from the dust at all?—I have never worked a day in the mills, so that I cannot say anything as to that. There is another witness here who will speak on that point.

4625. Then what have you to say as to the hours of working in the quarry?—We work 10 hours a day, from 7.0 in the morning to 6.0 in the evening.

4626. And what interval have you for dinner?—An hour.

4627. What do you wish to say about the hours?—The feeling amongst the workmen generally is that 8 hours' work, especially underground, is quite enough. The place is dark and smoky and damp.

4628. (*Mr. Evans.*) You heard the men from Abergynolwyn say that they work only 5 days a week?—Yes.

4629. And that they work less by 5 hours a week than they did formerly. What is your opinion—do you think you could do the same amount of work as you do now if you worked 5 hours less per week?—I cannot say that.

4630. Have you ever been considering that matter at all?—No, I cannot say that I have.

4631. You are now working 10 hours a day and you want to work 8?—Yes.

4632. Do you think you could do as much work in 8 hours as you do now in the 10?—Yes, in my opinion we can do as much in 8 hours as we do now in 10.

4633. You do not want to remain at work for more than 8 hours at a time?—That is all. We consider 8 hours quite long enough, and quite as much as a man's body can stand without suffering from it.

4634. Do you mean to put in 8 hours' work every day throughout the week?—No, we want to have the Saturday half-holiday, and we are willing to work a little more than the 8 hours on other days to make an average of 8 hours per day.

4635. (*Mr. Jenkins.*) What you mean, therefore, is to have a 48 hours' week?—Yes.

4636. Your objection to the 10 hours is that it is too much to work underground?—Yes, that is so.

4637. Do you consider that to work underground is unhealthy?—Yes, I do.

4638. For what reason?—For the reasons I have already given. The place is damp and dark, and there is a good deal of smoke there.

4639. How many hours do you work in the winter time?—It varies according to the day. We work from light to light.

4640. You follow the day, morning and night?—Yes.

4641. Would you prefer to have 48 hours a week for six days than to have five days of 10 hours each?—Speaking for myself I would rather have six days of eight hours each.

4642. (*The Chairman.*) Your next point is "that it "would be desirable to appoint an assistant or sub-"inspector under Dr. Foster." What do you wish to say about that?—That a practical working quarryman should be appointed in that capacity, who has worked a good deal underground and who understands Welsh. He should visit the quarries pretty frequently.

4643. If he has had practical experience in quarries, and can speak Welsh, you would be satisfied?—Yes.

4644. (*Mr. Evans.*) What do you mean by a "practical quarryman"—what time do you consider is sufficient for a man to become practical, and to become qualified for a post of that kind?—Say 20 years.

4645. Do you mean 20 years working on the rock, or as a quarryman and rockman?—20 years as a rockman is what I meant specially.

4646. How do you consider a man becomes a practical rockman?—A man who has had experience underground, as I said before.

4647. And a man who has had that experience for 20 years?—Yes.

4648. At what age do you think a man should commence in the quarry to become a thoroughly practical man?—In this district we begin to work underground when we are from 16 to 18 years of age.

4649. Then you consider that a man, to become thoroughly practical, should begin at about that age?—Yes.

4650. Would you go further than that and say that a man who begins after reaching 25 or 30 years of age will never become a thoroughly practical man?—I must say that it is a great disadvantage to him, but of course there are exceptions to every rule.

4651. But as a rule you think that is the case?—Yes, I do.

4652. How many years do you think a man should work underground before he is allowed to undertake the charge of a bargain?—From five to six years.

4653. If you heard a man say that he had learned the trade in two years, what would you say?—Of course there are exceptions. Some men learn years before others, but as a rule I think five or six years should be the time.

4654. (*Mr. Jenkins.*) Is that a general opinion among the workmen in this neighbourhood, that an assistant inspector should be appointed to assist in this work?—It is in our quarry, and I am simply bringing that message on behalf of the workmen in general.

4655. They consider that he should be a practical man?—Yes.

4656. When you say a "practical man" do you mean a practical rockman or a practical slate-maker?—A practical rockman.

4657. And a practical quarryman would not meet the case, you think?—Not so well.

4658. (*Mr. Evans.*) How do you define a "rockman" and a "quarryman" here,—I think it is important that the Committee should have your definition?—By a rockman we mean a man who works underground, and by a quarryman a man who splits and dresses the slates above ground.

4659. (*Chairman.*) Have you not men who work underground who are not rockmen?—(*No answer.*)

4660. Have you not miners?—Yes.

4661. (*Mr. Jenkins.*) And labourers?—It is the miners, as a rule, that cut the "covers" and open the bargains.

4662. You mean by "rockmen" the men who cut the slate rock ready for the slate-makers?—Yes.

4663. Have these men better advantages for understanding the rock and the places than the other classes?—Yes, they have, undoubtedly. No one can know better than the men who work underground in the place.

4664. Are they distinct classes in this district, or do they change places. Do the rockmen go out to work the slates, and the slate-makers go underground to work?—It is very seldom that they change in that way, but the men who work above ground sometimes go underground when there is only a little slate to be got.

4665. When they do that, do they work under the direction of the rockmen and assist them, or do they take charge of the rock themselves?—They work under the direction of a rockman.

4666. They do not profess to know much about it themselves?—There are exceptions. Some men like to express their own opinion.

4667. But, as a rule, they do not profess to know much about the rock?—No.

4668. (*Chairman.*) You also say that it would be desirable to get suitable men among the jury at inquests?—Yes.

4669. Will you explain your views on that subject?—The feeling among the men is that it would be desirable to have practical quarrymen on the jury.

4670. Would you be satisfied if you had half the jury composed of quarrymen, or rockmen, or persons employed in quarries, and half of tradesmen or outsiders?—Yes, I believe that would be acceptable.

4671. Then you would like the coroner to instruct the police constable to summon upon the jury, if possible, one half of the number from among persons employed in or about quarries?—Yes.

4672. Of course you are aware that men working in the same quarry as the deceased cannot act as jurymen at an inquest?—No, I did not know that.

4673. (*Mr. Jenkins.*) Have you experienced any difficulty in getting evidence at these inquests?—I cannot answer that.

4674. We had evidence at the previous sittings that it is very difficult to get at the truth in the evidence given at inquests; can you say anything as to that?—No, I have no personal experience of anything of that kind, as I have never been at an inquest, but things of that kind are being said in the country.

4675. Would you recommend that the men should have the right to have themselves represented at inquests by a solicitor or someone else?—Yes, speaking for myself I would recommend that.

4676. (*Chairman.*) Is there anything more you wish to tell us?—No, I do not think there is.

4677. (*Mr. Jenkins.*) We had evidence at Festiniog that it would be desirable to have an inspector to examine all the places before they go out of reach—an inspector under the management—and that he should keep a record of his inspections, and that a periodical inspection be made of every chamber, a record, which may be seen by the Government Inspector, to be kept in a book—would you approve of something of that kind?—It would not be an undesirable thing.

4678. Do you think that it would tend to prevent accidents?—It might in some cases.

4679. Is it your experience that men are apt to leave dangerous things if they are left entirely to themselves?—There are exceptions, of course. Some men are more careless than others, but they are are not deliberately careless, in my opinion.

4680. Are they apt to be over-hasty in their anxiety to make good wages, and does that tend to make them leave things that ought to be attended to?—I have seen men of that kind.

4681. To meet cases of that kind, do you think it would be desirable to take proper care to see that those men are compelled to be more careful?—Yes, by all means.

4682. (*Mr. Evans.*) I believe you said that most of the accidents took place in consequence of the carelessness of the men themselves. Can you describe some of the accidents you were referring to when you gave that answer?—I cannot do so at this moment. The notice for this meeting was too short, and the evidence in consequence, has been taken in a less orderly manner than would have been the case if we had received longer notice of this sitting.

4683 But you are conscious that that is the case, that most of the accidents are attributable to the carelessness of the men?—Yes. No important accidents have occurred in the place where I work, but I have seen slight accidents.

4684. Some of the witnesses have suggested that there should be legislation to compel the men, as well as the managers and owners, to keep the rules. Do you think that the men should be compelled to keep the rules as well as the managers?—Yes, I thoroughly believe that.

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4685. You think the same rule should apply to the one as well as the other?—Yes, I do.

4686. Is it your experience that many accidents happen through falls of ground from places beyond the reach of the workmen?—No, I have seen but little of that.

4687. You have only seen a few which resulted in accidents?—Yes, that is all.

4688. But do many things of the kind fall?—As far as I am aware I only know of one accident from a fall from the roof.

4689. When a thing falls from a high place like that, and an accident results, whom do you hold responsible for it?—We cannot hold anyone responsible for that, as the roof will have been kept perfectly safe when within reach. When we widen the chamber a free side will be left to the roof, and it is more liable to give way than the roof, as there is no room for it to move one way or the other. It is only fair to Mr. Roberts that I should say that when any extension is made in a bargain he consults the men, though, of course, as manager, he has the power to say "Yes" or "No," and I consider that a sign of great strength in a manager.

4690. When a fall such as we have referred to takes place, and results in an accident, can the workman be considered responsible when it is beyond his reach?—No, certainly not.

4691. In cases of that kind are the owners responsible to a greater or less degree?—No, I cannot say that either; because they had made the work as safe as it could be made.

Mr. E. Jones.

Mr. Ellis Jones examined.

4692. (*Chairman.*) What are you?—A rockman.

4693. How long have you worked as a rockman?—For 44 years.

4694. Have you heard the evidence of Mr. Pierce?—Yes.

4695. Do you agree with that?—Yes; I think he is very near the mark.

4696. What would you like to add to what he has told us?—I have nothing to add to what he has said. I quite agree with him.

4697. (*Mr. Evans.*) Where do you work?—Voel Grochon is the name of the mountain, and the quarry goes by the same name.

4698. Do many accidents happen there?—No. I have worked in the same bargain for 40 years.

4699. Is yours part of the Aberllefenny Quarry?—Yes, it is the other side of the mountain. There are two places. The agent has divided some land, and many of us have land to keep a cow or two, so that we have plenty of milk for our own use, and we give others the opportunity of buying milk.

4700. (*Mr. Jenkins.*) Do you consider that an advantage from a health point of view?—Yes, I could not live for a day without milk.

4701. How old are you?—I am 62 to-day.

4702. And you attribute the excellent health you enjoy to the fact that you drink a good deal of milk?—Yes, I do. I could not live on tea.

4703. Then you believe that the allotments are an advantage to the men?—Yes, I do. When I was working 40 years ago, we could not get any milk. All the land was held by one man; and there was scarcely any milk to be got.

4704. And the people in the neighbourhood who have no land buy milk from you?—Yes, they do.

4705. So that its benefits are divided amongst the many?—Yes.

4706. And are these small allotments let at a moderate rent?—Yes, they are. I pay 19*l.* for land for four cows.

Mr. W. Owen.

Mr. William Owen examined.

4707. (*Chairman.*) What are you?—I am a stone-cutter at present.

4708. At what quarry are you working?—At Aberllefenny.

4709. And how long have you worked there?—For 35 years.

4710. You have worked there ever since you began to work first of all?—Yes, except that I have been away from there for a little—perhaps for three or five years.

4711. Are you working in the sheds?—Yes.

4712. Making slates?—I make slabs, cisterns, and tombstones, and so on.

4713. Have you heard what Mr. Pierce told us?—Yes.

4714. Do you agree with what he said?—Do you mean with regard to working?

4715. Yes?—Yes, I do.

4716. And also as to the eating-houses and paths?—Yes.

4717. And as to an assistant inspector?—Yes.

4718. Do you also agree with what he said as to suitable men for the jury at inquests?—Yes, as far as I understand the question.

4719. Have you anything special to tell us about dust in the mills, or ventilation?—It was with regard to that matter that I was asked to come here to give evidence chiefly. There are complaints amongst the men on that head.

4720. Do you suffer at all from the dust?—I work in a building where there are a large number of men planing and sawing slates, and consequently there must be a good deal of dust, and there is no place for it to go out except through the doors.

4721. Do you think you suffer from the dust in any way?—I should think I do. I believe there is a good deal of pyrites in it, and we used to regard that as poison, but a gentleman told me the other day that it is not so.

4722. Do you feel any bad effects from it; do you suffer any illness?—Yes, I believe I do.

4723. In what way?—Indigestion generally. We suffer a good deal from that.

4724. Do you think the dust causes indigestion?—I cannot say for certain, but the general opinion among the men is that it does.

4725. Do the other men—the men who asked you to come here—suffer from indigestion?—Yes, I believe they do, several of them. I know of some, at any rate, who do.

4726. Do they suffer from anything else besides indigestion?—No, nothing specially, as far as I am aware, but I have no doubt myself that the dust has an injurious effect on the respiratory organs. I know some comparatively young men who complain in that way.

4727. What would you suggest as the best means of preventing that?—When we met to talk the matter over it was suggested that there should be a place at the top to let the dust out.

4728. Would you approve of the place being watered in summer to keep down the dust?—They do a good deal in that way, but there is nothing specially prepared for the purpose of watering. Some dust rises from the ground as the men walk, but the greater part of it comes from the saw, and it has to pass the men before it goes out through the door.

4729. (*Mr. Evans.*) Do any of the men complain of indigestion at your quarry besides those who work in the mill?—Yes, I believe there are some,

4730. Do many people in the neighbourhood, who do not work in the quarry at all, complain of indigestion?—I cannot say anything as to that, but I believe it is less prevalent among them than it is amongst the quarrymen.

4731. You believe there are more who complain of indigestion in the quarry than outside of it?—Yes, I have no doubt about that.

4732. (*Mr. Jenkins.*) Do you think that you inhale a good deal of this dust,—that it enters your lungs?—Yes, I think so.

4733. Have you any proof of that?—A good deal of it sticks in the nostrils, and is ejected from time to time, and proves that a good deal enters the lungs.

4734. Do you spit much dust?—Yes, I have noticed a good deal at times.

4735. You can see it?—Yes, or at least I fancy so; but there is not so much there as in the nostrils.

4736. Do you find that the dust is painful to work in?—I feel nothing from that.

4737. It causes you no pain?—No.

4738. (*Chairman.*) Does it cause you any cough at all?—No, none at all.

4739. (*Mr. Jenkins.*) Do you feel weak and faint and thirsty there at times?—Yes, it certainly affects one in that way.

4740. Would you approve of a plan of watering the place periodically by means of an india-rubber pipe?—That would be a far better plan for watering the floor than anything else, but I do not see how it would prevent the dust from ascending. When we are sawing, the dust rises from the teeth of the saw.

4741. Do you saw them dry?—Yes, they are perfectly dry. There is no water at all.

4742. Would it not be better for the saw to turn in water?—They have been trying that, but I do not think it succeeded, and they had to give it up. Water was placed underneath the saw.

4743. If that was done the dust would not rise, would it?—There is always a little dust. It cuts the slate dry after all, when the teeth enter the slab.

4744. If ventilators were placed in the roof do you think the dust would go out that way?—I believe it would. It goes up as it is, and I fail to see why it would not continue to go up and pass out if there were an opening.

4745. Do you not think that, after ascending to a certain height, it descends by its own weight?—No; if it ascends 2 yards it may as easily ascend 4 yards. *Mr. W. Owen.* 3 April 1894.

4746. Have you any privies at your quarry?—No, and the men complain of that.

4747. The men desire to have privies provided?—Yes. We had only a very short time to prepare our evidence; but that was put down as one of the things we were to call attention to.

4748. Have you a good supply of drinking water?—Yes; that is right enough.

4749. (*Chairman.*) With regard to the complaint about the short notice, I may say that communications were sent out some time ago inviting the men to give evidence.

(*Mr. G. J. Williams.*) I should like to explain that two or three names were given to me about three or four months ago as those of persons likely to give evidence, or to arrange for witnesses, and I wrote to them, but they replied that they did not know of anyone who was prepared to give evidence. I did not know whom else to write to. One of the men I wrote to replied on the 12th January last to the following effect:—"I received "your kind letter to-night on my return from the "quarry. I have no intention to come there to give "evidence before the Committee, as I have nothing "new to say, for I work outside. I have been speaking "to all the quarrymen who are considered the leaders "in this district, and not one of them is prepared to "give evidence. I would expect some of my fellow "workmen who work underground to be ready to "come forward, as an opportunity of the kind only "occurs once in a life-time."

Miss Winifred A. Ellis, of Cynlas, examined.

4750. (*Chairman.*) I believe you have been delivering lectures on cookery?—Yes, I have.

4751. Under the Merionethshire County Council?—Yes.

4752. Have you prepared some remarks for the Committee?—Yes, I have prepared a few remarks.

(*Miss Ellis then read the following statement.*)

I have delivered two courses of lectures on plain class cookery in four centres in Merionethshire, viz., Festiniog, Harlech, Corris, and Abergynolwyn, all of which are situated in the quarry districts. I regret that, owing to the classes being demonstration classes, I was not able to find out the real capacity of the people in this subject as much as if they themselves had taken a practical part in them. On the whole the classes were remarkably well attended, and a genuine interest was taken in them. Admirable preparations were made for them in most of the centres, and the local committee even went round canvassing and inviting the people to come to the classes, which were free. Many gladly consented to come. Some, after persuasion, agreed to come the first day to see what was going on, and others absolutely refused to promise, giving as their reason that they knew as much as they cared to know, and that they were able to cook the little they could afford to purchase. I can testify that the first set referred to mostly attended without missing a lecture, and those who acted as critical observers the first day were favourably impressed, and found there was something to be learnt, and so attended regularly before the end of the course. Not only did they attend themselves, but they brought their influence to bear on the sceptical ones, and induced some of them to give their presence at the classes. In my lectures I tried to make clear the best means of dividing money for purchasing provisions, and of cooking them in such a way as to obtain the greatest amount of nourishment from them. I made a special point of cleanliness and economy; that economy does not always lie in buying the cheapest materials, or even in making bargains, but it is cheaper in the end to pay a little more so as to ascertain that they are good and wholesome. It is a most essential point to good health to have sufficient variety in diet, as the human body is composed of different elements and compounds, and we need the same composition in our food as there is in our bodies to keep them in repair.

Incessant tea-drinking is undoubtedly becoming a real calamity to the physique of men and women. To neglect porridge, oatmeal cake, "bara-llaeth," "cawl," and "shot," in favour of tea three or four times a day is to destroy the stamina, to induce indigestion and dyspepsia, and to bring about enfeeblement of body and mind. Tea has such a charm for such people that they are sensitive about putting away the cups and saucers when they are not actually in use. Tea often serves as breakfast, dinner, and supper, the only accompaniment being bread and butter, and sometimes tinned meat. This is obviously insufficient for a hard-working man or woman, and the harder a man works the more food he will need, and that wholesome and nourishing. I regret that, in some cases, the women prefer to cook pancakes swimming in butter, with tea, than a good substantial dinner. Great ignorance prevails as to the value of soup as a food. In one of the centres at which the classes were held, I made a highly nourishing food from 8 lbs. of meat, and offered to sell it at a very moderate price, but I did not sell a pint of it, and was obliged to give it away. The meat, however, from which it was made was in great demand, although I gave instruction and carefully showed that I was making the soup in such a way as to extract the flavour and nourishment from the meat into the water. I might mention that I was told, but cannot say whether it is a fact, that some of the people roast a joint for Sunday and serve it hot, but that they rarely think of eating it cold or making it up for another day, although perhaps half of it is left. It is a common thing among quarry people to have their wages paid them on Saturday morning and go to the shops on Saturday night and spend the best part of them, live in comparative luxury for a week, and for the next three weeks live very scantily till they receive another month's wages. I think it would be a wise plan to pay wages weekly. It would tend to a more even and sensible domestic economy.

A branch of cookery which needs reforming is that of the sick room. Many people have but little idea how to make beef tea, mutton broth, and other essentials to the diet of a sick person. It can hardly be expected for an invalid to make progress without nourishing food and careful nursing. Undoubtedly, scores of sick people suffer incalculably from neglect in these two points. A doctor often refrains from ordering a poultice because he knows that, although sadly needed, such a one as would be made would do the patient more harm than good. Sometimes a poultice is made in an inferior manner to begin with, it is carelessly and roughly put on the patient and allowed to remain there till it is as cold and as hard as a stone. Ventilation is also much neglected.

Miss W. A. Ellis.

3 April 1894.

In some houses a sick person lies in a room breathing the same atmosphere for weeks, and sometimes for months, on account of the windows not being made to open. And even when the windows are properly constructed, the fact is often forgotten.

The need for technical instruction in schools is very urgent. Drawing has been made compulsory in elementary schools, and I think it is high time that cookery should be made compulsory for girls, and that far greater stress should be laid upon careful and continuous teaching of domestic economy.

In intermediate schools, nursing should be taught as well as cookery. I am convinced that much suffering in the homes of the working poor could be avoided if means were taken through schools and lectures to spread knowledge as to the proper nourishment and care of the sick.

County Councils and District Councils should continue their courses of lectures and demonstrations until the old prejudices, carelessness, and ignorance as to food and its preparation are driven away. This can only be done by having a course every year, or every two years, in working-class centres.

I hope that the Committee will see its way to recommend the weekly payment of wages, for the sake of regularity in domestic economy and to help to weaken the "credit" system.

4753. Then you are decidedly of opinion that there is a want of economy among the quarrymen's wives in the matter of food?—They do not make the very best of their materials.

4754. And that the men are not well fed?—It is my opinion that many of them are not.

4755. And that there is too much tea drinking?—Yes, considering the nature and surroundings of the quarrymen's work.

4756. And you would suggest, as an improvement, that the girls should be taught more about household work?—Yes.

4757. That is to say, cooking, domestic economy, and nursing?—Yes; that the present generation may be brought up in a proper manner.

4758. (*Mr. Jenkins.*) Have you reason to believe that the instances you have mentioned are general, or are they isolated cases?—They are isolated, more or less. I have mentioned them as being in one town.

4759. In one town in the county?—Yes. I suppose you mean the instance about the broth?

4760. Yes.

4761. (*Mr. Evans.*) Do you think the wives could provide what you recommend at the same, or less, expense, compared with what they spend now in their present mode of living?—It might cost a little more, but they might turn it to a better purpose in the end.

4762. Can you give us any idea of what the extra expense would be for a family of four or six, say?—In cooking a joint they might make it go very much further than they do. They might cook it for Sunday, and make it up for another day. If they are not a large family, a joint might provide for three dinners, or even four.

4763. So that a joint would do for three days, whereas it is finished with now in one?—Yes, in some cases.

4764. It would therefore make more meals?—Yes.

4765. And in the end it would be cheaper?—Yes, I think so.

4766. (*Chairman.*) Do you think there is a want of thrift; are the quarrymen's wives extravagant?—There is a want of thrift, in that they do not make the best use of their materials. Some are extravagant in the cases I have already pointed out. I do not by any means imply that they are lazy as a class of people, but some are, and are given to gossip. It is my opinion that they do not spend enough time at home. I have heard from very good authority that some of the women go to each other's houses when the men are at work, and when it is time to return they go to their houses and buy tinned meat for their husbands, instead of preparing a nice little dish for them.

4767. (*Mr. Evans.*) Do you recommend pancakes?—No, except on Shrove Tuesday, and such occasions.

4768. I heard in a meeting lately that that was the reason why there were so many old bachelors—that the women are so extravagant?—I do not care to express an opinion on that point.

4769. It is your opinion that the wives of the quarrymen are rather backward in their mode of living?—In some respects.

4770. (*Mr. Jenkins.*) Are they more backward than the wives of other classes of workmen?—What other classes.

4771. The wives of farmers and joiners, and so on?—No, when you come to compare them, they are not.

4772. (*Mr. Evans.*) There are more of them in the same district, and they go together?—Yes.

4773. (*Chairman.*) Are they more extravagant in dress than a farmer's wife?—I think they are fonder of dress.

4774. (*Mr. Jenkins.*) Your remarks apply to the whole county?—Yes, some of them do.

4775. And to the whole of the quarry districts?—Yes.

4776. And not to any particular district?—No.

4777. (*Mr. Evans.*) Do you think they dress in the best manner for themselves, or do they go in for fineries?—I think they are fond of gay dress, whereas a quieter dress would be more becoming.

4778. How young should a girl begin to take the lessons you have been speaking of?—I think she ought to begin at 13 or 14.

4779. Do you recommend that plain cooking should be taught, or what?—Yes, plain cooking, most decidedly.

4780. You would not teach them to make cakes?—I would teach a few cakes.

4781. (*Mr. Jenkins.*) Are you of opinion that they do not get good food, or that they do not get it cooked properly?—Some do not get it, and those who do get it do not make the best use of it, *i.e.*, in a good many cases. Of course there are exceptions to all the remarks I have made.

4782. Do you think they do not consume enough meat?—I do not think they consume enough fresh meat.

4783. In either of the quarry districts?—No, and they do not drink enough milk, which I think is as nourishing as meat.

4784. What about vegetables?—They are not very partial to them.

4785. Do you recommend them?—Yes, I do certainly—green vegetables especially.

4786. And you are against tea?—Yes, when taken in excess.

Statement handed in after the meeting.

I have known the quarry district of Corris for a considerable time, and have at times visited the quarries.

Many of the quarrymen appear pale and languid and are of weak constitutions. This is mainly the result of their occupations. The underground men frequently work in a damp, cold, and draughty atmosphere, and are very liable to inflammations of the chest, and of indigestion, from which they suffer. The engine sheds have dust constantly floating in the air, and the construction of the sheds by which the openings on each side of the buildings are opposite to each other, induce cold draughts to pass through which is injurious to health. I am told that the workmen may close the doors after letting the loads in and out. The sheds are now better provided with doors than formerly, and more are likely to be put up.

Frequent complaints are made of water being allowed to run between the rails in the levels, instead of being diverted to the side channels, which must affect health. The constant running of water into unseen crevices in some quarries causes falls and accidents.

Remarks have been made here and at Festiniog charging quarrymen with excessive tea drinking. I consider this requires a qualification in justice to the men. They are forced to it by the nature of their occupations. They work under very different conditions to farmers and mechanics. The underground men are working in a dense, foggy, and frequently unwholesome atmosphere, and the engine sheds being dusty, causes thirst, with weak appetite and digestion. A butcher here told me that he cannot sell fat English mutton to quarrymen, their stomachs being so delicate.

I say it is not fair to attribute to quarrymen the fact of being possessed of an unnatural and excessive craving for tea drinking. Tea allays thirst. It is a necessary stimulant, though not much more, but it helps the

assimilation of nourishing food. But it is quite erroneous to suppose that quarrymen and their families in this district, however it may be in other centres, depend on tea, cakes, and tinned meat. They love a variety of food as other classes within their means. Their fine annual Garden Show proves their partiality to vegetables. They also consume a fair quantity of fresh meat. They consume much more than farmers do. In this district, with a population of 1,800, there are 10 shops supplying fresh meat. This is sold not at pay-time only, but every week throughout the year. The village of Corris is supplied with milk by seven farms or allotments. Still, more allotments are required at Corris, so that milk may become more available. Milk is dear, viz., *4d.* per quart.

I consider it is advisable that the inspector of quarries should be invested with authority in sanitary matters, in addition to his present powers as regards explosives and dangerous places.

In my opinion the underground quarrymen should be included in a Miners' Eight Hours Day Bill. There is a consensus of opinion among the best workmen that 48 hours a week is the limit of hard work. Some managers admit this.

To render the working of quarries safe and healthy, there must be co-operation on the part of the employer and the employed. The former should recollect that by proper precautions he can do much to avert accidents and disease among his men, whilst the latter must recognise that they owe a hearty obedience to rules and regulations framed expressly to promote their welfare.

MORRIS THOMAS,
County Councillor,
Corris.

MR. TREGLOWN'S REPORT.

114A, Queen Victoria Street,
London, E.C.
October 3rd, 1894.

I HAVE examined the various underground slate quarries of Festiniog, with a view to determine the possibility of liberating the slate from the rooms or chambers by mechanical means, and thereby do away with the old style of blasting a channel 3 to 4 ft. wide and wasting from 5 to 15 per cent. of good slate. (Of course, the per-centage of waste depends upon the size of chamber.) The greatest objection to the old system is the existing danger to life, which arises through continual blasting. As the chamber is being carried downwards, large and irregular walls are left on the sides, and consequently there is always the chance of loose pieces of rock falling out; and, however careful the workmen may be, accidents have and do continue to happen through this.

I believe machines of the type which I propose to recommend have never been used underground; but after a thorough and careful examination, and from practical experience I have had with machines on the surface, where they have worked under the same conditions which exist in the underground quarries, excepting the roof and daylight, which will make no material difference to the successful operation of the proposed machines, I am convinced they will do the work more cheaply, give satisfaction in every respect, and reduce the liability to accidents, these being the most important points.

In preparing a room to be operated upon, a sufficient distance must be left (say, about 5 ft.) between roof and floor to accommodate the height of the machine. It is usual to leave 3 ft. 6 ins. to 4 ft. when working rooms or chambers by hand, but I understand it will be quite as convenient to allow 5 or even 6 ft.; and by doing this everything is favourable for the application of what is termed a "broaching" machine, which is made and sold very extensively in the United States of America by the Ingersoll-Sergeant Drill Company, of 114A, Queen Victoria Street, London.

This machine consists of a special rock-drill working on a traversing bar mounted on four legs, and works equally well with compressed air or steam; but for underground work I should recommend air, it being much cleaner, and also assists ventilation. The broaching operations are begun at the top of the chamber, where a small hole is bored by hand to a depth of 12 to 15 in.; an iron rod is then driven in, a rope is fastened to a ring on the machine and is securely tied to the rod, thus holding the machine in position, and by the use of four weights—one on each leg—it is kept steady. A series of holes is then bored to the required depth, side by side, the full length of the traversing bar, leaving a dividing wall or partition one-half to three-quarters of an inch thick between each hole. The rotation pawls of the drill are then released, and the machine is then ready to break down the partitions by means of a broach, without rotating the piston. After this is completed, by loosening the rope the machine is let down another length of the bar, and so on until the bottom of the chamber is reached. There is then a continuous channel from the top to the bottom 2½ ins. wide, and of whatever reasonable depth is required. The machine is again taken to the top of the chamber, and three or four feet from the first channel a second one is put down the same size, and the slate between the two channels is then ready to be removed without blasting; consequently the slate is not wasted as in the old system. After the slate has been removed a free side is left 3 to 4 ft. wide by 5 to 6 ft. deep, as required, and the walls are left perfectly solid. When the slate in the chamber has all been removed to the depth of the channels, the machine is once more started, and repeats the previous work. There is no need for losing anything in the chambers by way of steps, as the machine works close to the wall, and can be made to carry the chamber larger at the bottom than at the top if necessary.

I have assumed that the bottom of the room or chamber has been channelled in the old style by blasting in a horizontal cut to the depth of 10 ft. or more and 3 or 4 ft. wide. This system is, however, like the former, quite as disastrous to the slate. So wide a channel is not required to remove the slate, but it has to be carried that width to allow the men room to work. Working with the machine, a channel 2½ inches wide is sufficient and can be put in by the same machine that does the sides, and which will put in either vertical or horizontal cuts. However, I would not recommend this, as the Ingersoll-Sergeant Drill Company construct a machine for *horizontal* cuts *only*, which is more adapted for the latter work, being quicker in operation and able to do the width of the chamber at one fixing. As a "channeller" it varies a little from the "broacher." It does not put in a series of holes, and broach down the partition between them, but makes a continuous channel, moving in the direction of the cut while striking, the movement being automatic, and instead of running on a bar it moves upon a track. Concluding, I may mention that the Ingersoll-Sergeant Drill Company will undertake to furnish the above machines on trial to parties desiring to experiment on their use.

W. M. TREGLOWN, Junior,
Of the Ingersoll-Sergeant Drill Company.

APPENDIX II.

STATISTICS concerning the DEATH-RATES from DISEASES and ACCIDENTS in the FESTINIOG DISTRICT, and SIZE of the SLATE MILLS; by RICHARD JONES, M.D. (Edin.), D.P.H. (Camb.).

MEAN AGE at DEATH of those EMPLOYED at the FESTINIOG SLATE QUARRIES.

TABLE I.—INCLUDING DEATHS from ACCIDENTS.

Year.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Mean of 10 Years.
*Quarriers	46	51	51	47·2	41·2	50	43·7	64·7	43·5	41·2	47·9
Rockmen (*i.e.*, slate-getters) and miners	41	50·6	50	45	56	43·8	42·2	59·4	54·7	38·6	48·1
Labourers	58	48·8	53·6	44·9	65·8	47·2	57·3	49·9	58·2	59·3	54·3
Engine-drivers, platelayers, weighers, &c.	52·6	71·3	61	63·5	58	67	46·6	77	40	66	60·3
Mean in each year for all classes	49·4	55·4	53·9	50	55·2	52	47·4	62·7	49·1	51·2	52·6

TABLE II.—EXCLUDING DEATHS from ACCIDENTS.

Year.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Mean of 10 Years.
*Quarriers	45·3	54·4	51	47·5	43·9	54·4	43·7	64	43	41	48·8
Rockmen (*i.e.*, slate-getters) and miners	39·3	56·7	51·5	48	56	45	43·4	59·4	56·6	37·9	49·3
Labourers	63	60	54·7	48	66	49·7	62·7	53·2	63·4	59	57·9
Others	52·6	71·3	61	63·5	58	67	46·6	77	40	66	60·3
Mean in each year for all classes	50	60·6	54·5	51·7	55·9	54	49·1	63·4	50·7	50·9	54

TABLE III.—DEATHS from ACCIDENTS in all CLASSES.

Year.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Mean of 10 Years.
Mean for all classes of workmen	45	37	39	38·7	45	36·7	35	46·8	34·4	36·6	39·4

TABLE IV.—SUMMARY.

Class of Workmen.	Quarriers.	Rockmen and Miners.	Labourers.	Others.	Mean of all Classes.
Mean age at death for 10 years including accidents	47·9	48·1	54·3	60·3	52·6
Mean excluding accidents	48·8	49·3	57·9	60·3	54
No. of deaths in 10 years	182	136	130	25	47·3
†No. of accidents in 10 years	17	24	22	„	6·3
Proportion of accidents to deaths	1 in 10 (about)	1 in 5 (about)	1 in 6 (about)	„	1 in 7 (about)
Mean age at death, accidents only	40·7	40·6	36·9	„	39·4

* For definition of the term "quarrier," see reply to Questions 7, 8, and 9, p. 1.
† The number of accidents is about equal for the first and last five years.

TABLE V.—DEATHS including those from DISEASES of the RESPIRATORY ORGANS.

Year.	No. of Deaths from all Causes.	No. of Deaths from Diseases of the Respiratory Organs.	No. of Deaths from Pneumonia only.	Per-centage of Deaths from Diseases of the Respiratory Organs, out of all Deaths.	Per-centage of Deaths from Pneumonia out of Deaths from all Causes.	Per-centage of Deaths from Pneumonia out of those of the Respiratory Organs.	Death-rate per 1,000 from Diseases of the Respiratory Organs.	Death-rate per 1,000 from Pneumonia.	Death-rate per 1,000 taking Population at 11,500.
1880 - -	200	83	29	41·5	14·5	34·94	7·2	2·5	17·3
1881 - -	140	45	12	32·14	8·57	26·66	3·9	1·04	12·1
1882 - -	170	73	22	43·	13·	30·1	6·4	1·9	14·7
1883 - -	201	70	24	34·8	11·9	34·3	6·08	2·08	17·4
1884 - -	199	55	23	27·63	11·5	41·	4·78	2·	6·4
1885 - -	152	51	18	33·5	11·8	35·3	4·4	1·5	13·2
1886 - -	176	52	13	30·	7·4	25·	4·52	1·1	15·3
1887 - -	184	68	26	37·	14·1	38·24	5·9	2·2	16·
1888 - -	172	61	24	35·4	13·9	39·3	5·3	2·08	15·
1889 - -	189	60	33	31·7	17·4	55·	5·2	2·8	16·4
Average for 10 years -	178·3	61·8	22·4	34·66	12·56	36·4	5·35	1·92	15·38

1. Population of Festiniog Urban District in 1881 - - - 11,274.
2. „ „ „ 1891 - - - 11,078.
3. There was a great increase in 1882-3-4, and sudden decrease in 1889-90.
4. Average for 10 years taken at 11,500.

TABLE VI.

	London. 1871–80.	England and Wales. 1871–80.	Festiniog Urban District. 1880–89.
Annual death-rate for 10 years from diseases of the respiratory organs.	4·6 per 1,000 population.	3·76 per 1,000 population.	5·35 per 1,000 population.

1. Those certified as quarriers are not exclusively confined to slate workers.

2. Rockmen and miners are grouped together as the conditions under which they work are similar or nearly so.

3. These tables do not give the mean age at death of the working quarrymen, as some have left the quarries (due to old age) before death, though still included as quarrymen.

4. Where the population of a district is stationary, the mean age at death is high, as the proportion of old people to the total population is large.

5. The figures were taken from the registers kept by Thomas Roberts, Esq., solicitor, Portmadoc, and by Mr. Daniel Humphreys, the registrar of births and deaths for the Festiniog Urban District—Trawsfynydd, Penrhyn, and Maentwrog; and do not include quarrymen living at Dolwyddelen, Bettws-y-Coed, Llanrwst and districts; nor those at Portmadoc, Criccieth, Harlech. Those not included form but a small minority of those employed in the Festiniog Slate Quarries.

6. They include all deaths of quarrymen within the districts mentioned in No. 5.

7. Mean age at death of persons killed by accidents 39·4 years, the youngest killed being 16 years of age. Boys enter the quarries at the average age of 14 years.

FESTINIOG REGISTRATION DISTRICT.

TABLE VII.—MEAN AGE at DEATH of the MALE INHABITANTS (over 14 years of age) NOT EMPLOYED in SLATE QUARRIES.

Year.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Mean of 10 years.
Farmers - - -	75·1	68·6	57·7	63·4	72·6	66·2	61·3	58·38	69·1	68·3	66·68
Merchants, grocers, drapers, tailors, weavers, gentlemen, professional men, clerks, accountants, insurance agents, travellers, &c., &c.	53·5	51·	47·17	57·	59·1	48·7	59·	50·88	51·85	57·5	53·57
Masons, joiners, shoemakers, bakers, slaters, butchers, sadlers, plasterers, blacksmiths, sett-makers, nailers, carriers, stonecutters, &c. &c.	63·1	42·3	55·2	54·7	67·	62·6	68·1	72·1	53·6	61·6	60·
Agricultural and general labourers.	44·5	54·5	59·5	70·	60·3	56·3	54·3	59·8	64·6	50·8	57·6
Mean in each year for all classes.	59·	54·1	54·89	61·2	64·7	58·2	60·6	60·29	59·7	59·5	59·46

TABLE VIII.—DEATHS from PHTHISIS amongst those EMPLOYED in SLATE QUARRIES.

Class of Workmen.	No. of Deaths from all Causes. 1883–92.	No. of Deaths from Phthisis. 1883–92.	Phthisis. Mean age at Death.	No. of Deaths from Phthisis out 1,000 Deaths from all Causes.
Quarriers	182	43	34·6	236
Rockmen and miners	136	19	44·5	140
Labourers	130	10	30·16	77
Others (see Table I.)	25	1	47	40
Total	473	73	39·06 (mean)	154 per 1,000

TABLE IX.—DEATHS from PHTHISIS amongst those NOT EMPLOYED in SLATE QUARRIES.

Inhabitants (Male, over 14 years) in Four Classes.	No. of Deaths from all Causes. 1883–92.	No. of Deaths from Phthisis. 1883–92.	Phthisis; Mean Age at Death.	No. of Deaths from Phthisis out of 1,000 Deaths from all Causes.
Farmers	87	6	40	70
Merchants, grocers, drapers, tailors, weavers, gentlemen, professional men, clerks, accountants, insurance agents, travellers, &c., &c.	83	19	34	230
Masons, joiners, shoemakers, bakers, slaters, butchers, saddlers, plasterers, blacksmiths, sett-makers, nailers, carriers, stonecutters, &c., &c.	77	17	40·4	220
Agricultural and general labourers	53	10	28·1	190
Total	300	52	35·6 (mean)	173 per 1,000

FESTINIOG REGISTRATION DISTRICT.

TABLE X.—DEATHS amongst FEMALES over 14 Years of Age, 1883–92.

Years.	Number of Deaths from all Causes.	Mean Age at Death (all Causes.)	Number of Deaths from Phthisis.	Mean Age at Death, (Phthisis.)	Number of Deaths from Phthisis out of 1,000 Deaths from all Causes.
1883	57	48·		31	87·7
1884	72	50·7		32	347·2
1885	71	55·3		41	183·1
1886	70	53·3		27·5	185·7
1887	65	48·7	14	28·2	215·3
1888	77	47·7	24	26·6	311·6
1889	83	53·		33·6	192·7
1890	73	48·6	18	30·9	246·5
1891	76	53·4	15	29·2	197·3
1892	76	56·1	11	34·7	144·7
Total	720	51·48	154	31·47	213·8

SUMMARY.

Females over 14 years of age	720	51·48	154	31·47	213·8	
Quarrymen over 14 years of age.	473	52·	73	39·06	154	161·7
		54· (excluding accidents.)				
Non-quarrymen over 14 years of age.	300	59·46	52	35·6	173	

1. Mean age of those dying from phthisis employed in Festiniog Slate Quarries - =39·06 years.
2. " " " *not* employed in Festiniog Slate Quarries - =35·6 "
3. Amongst Festiniog quarrymen, out of 1,000 deaths from all causes, number due to phthisis (Table VIII.) - - - - - - - - - =154

Outside Quarries. 4. Amongst adult males (*see* Table IX.), out of 1,000 deaths from all causes, number due to phthisis - - - - - - - - - - =173

5. Amongst females (*see* Table X.), out of 1,000 deaths from all causes, number due to phthisis - - - - - - - - - =213

*6. England and Wales, out of 1,000 deaths (all males), number due to phthisis - =220

*7. Cornish miners, out of 1,000 deaths (all males, 25 to 65), number due to phthisis - =375

*8. Printers, out of 1,000 deaths (all males, 25 to 65), number due to phthisis - - =429

C. Lombard. 9. Workers exposed to mineral and vegetable emanations, out of 1,000 deaths, number due to phthisis - - - - - - - - =176

" 10. Workers exposed to various dusts, out of 1,000 deaths, number due to phthisis - =145

Dr. Ogle. *11. Stone and Slate quarriers (25 to 65), out of 1,000 deaths, number due to phthisis - =274

* These are all based upon Dr. Ogle's Comparative Mortality figures.

TABLE XI.—ACCIDENTS in the OAKELEY QUARRIES treated at the OAKELEY HOSPITAL, 1873–1882.

Year.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	Total of 10 Years.
Sprains, bruises, contusions, &c.	9	6	9	6	7	2	2	5	5	8	59
Head injuries	7	2	5	3	5	4	3	3	1	6	39
Fractures and dislocations	5	10	3	5	6	7	4	6	5	13	64
Injuries due to blasting	3	—	1	2	3	3	2	3	2	2	21
Internal injuries	2	2	3	1	3	3	1	1	2	5	23
Total	26	20	21	17	24	19	12	18	15	34	206

TABLE XII.—1883–1892.

Year.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Total of. 10 Years
Sprains, bruises, contusions, &c.	4	4	2	9	6	9	6	8	8	6	62
Head injuries	4	3	4	2	3	4	3	4	1	1	29
Fractures and dislocations	8	5	7	5	2	2	5	3	4	6	47
Injuries due to blasting	2	2	3	1	—	2	1	2	2	3	18
Internal injuries	1	1	2	2	3	7*	1	4	—	1	22
Total	19	15	18	19	14	24	16	21	15	17	178

* Bridge accident, five men killed.

TABLE XIII.—FESTINIOG SLATE MILLS. CUBIC SPACE per MAN and BOY.

Name of Quarry.	Length (in Feet).	Breadth (in Feet).	Average Height (in Feet).	No. of Sawing Tables in each Mill.	No. of Dressing Machines in each Mill.	No. of Doors and other Openings in each Mill.	No. of Men and Boys employed in each Mill.	Cubic Capacity of each Mill in Cubic Feet.	Deductions. Sawing Table 125 Cubic Feet. Dresser 25 Cubic Feet. Blocks, Slates, Machinery, &c. = 50 Cubic Feet per Man.	Actual Cubic Space.	Cubic Space (in Cubic Feet) per Man and Boy employed in each Mill.
Graigddu, No. 1 mill	47	37	21	3	3	4	9	36,519	900	35,619	3,957
„ No. 2 „	60	72	19	8	8	8	18	82,080	2,100	79,980	4,443
„ No. 3 „	168	45	22	9	9	6	25	166,320	2,600	163,720	6,548
„ No. 4 „	96	45	17	6	6	3	15	63,440	1,650	61,790	4,119
„ No. 5 „	70	40	21	4	4	2	12	58,800	1,200	57,600	4,800
Rhosydd, No. 1 „	101	31	15	6	6	4	12	46,965	1,500	45,465	3,788
„ No. 2 „	143	37	15	10	10	10	20	79,365	2,450	76,915	3,845
Maenofferen, No. 1 mill	217	53	15	23	23	9	46	172,515	5,750	166,765	3,625
„ No. 2 „	212	61	15	26	26	14	52	193,980	6,500	187,480	3,605
Llechwedd, No. 1 mill	270	55	17	20	20	23	50	229,500	5,500	224,000	4,480
Wrysgan, No. 1 mill	152	56	15	11	11	9	22	78,144	2,750	75,394	3,427
No. 2 „	152	43	15	9	9	7	18	78,432	2,250	76,182	4,232
Oakeley, Middle	424	64	29	29	29	65	86	786,944	8,650	778,294	9,049
„ vertical shaft	385	50	24·5	24	26	44	65	471,625	6,850	464,775	7,150
Votty and Bowydd, lower	390	63	18	27	27	24	75	408,240	7,800	400,440	5,339
„ „ middle	180	63	18	23	23	28	62	204,120	6,550	197,570	3,186
New Welsh Slate, lower	123	56	19	8	8	19	17	130,872	2,050	128,822	7,577
„ „ lake	314	43	19	22	22	28	35	256,538	5,150	251,388	7,182

1. Average number of men employed with each pair of sawing table and dressing machine - = 2
2. Number of mills reported on, from figures supplied by the quarry managers - - - = 18
3. Mean average cubic space per man and boy in all the mills reported on - - - = 5,019 cubic feet (5,019).
4. Amount of fresh air required per hour by healthy man doing hard work - - - = 9,000 „
5. Amount of cubic space under the Factory Act (held as a rule) = not less than - - = 250 „
6. „ „ „ „ working overtime - - = 400

TABLE XIV.—COMPARATIVE MORTALITY.

Years.	Deaths from all Causes.	Deaths from Phthisis.	Other Diseases of the Respiratory Organs.	Deaths from Rheumatism and Heart Disease (Circulatory System).	Diseases of the Digestive System (including Liver).	Diseases of the Nervous System.	Deaths from Pneumonia (only).	Number of Men killed.	Diseases of the Liver.	Diseases of the Heart.	Deaths from all Other Diseases.
	25–65.	25–65.	25–65.	25–65	25–65.	25–65.	25–65.	25–65.	25–65.	25–65.	25–65.
1883	23	4	8	2	2	2	6	4	2	1	2
1884	27	2	4	5	3	3	3	10	1	2	2
1885	32	8	10	1	3	1	8	7	1	1	3
1886	25	5	3	2	6	2	2	6	1	2	1
1887	16	7	6	2	—	—	5	1	—	2	2
1888	30	6	5	3	3	2	4	9	2	1	3
1889	35	5	8	6	2	3	7	6	1	6	4
1890	21	4	7	—	2	3	3	2	1	—	3
1891	36	7	10	2	4	3	6	4	—	—	2
1892	30	5	7	4	5	1	6	4	1	3	2
Total	275	53	68	27	30	20	50	53	10	18	24

TABLE XV.—COMPARATIVE MORTALITY FIGURES.

Occupation.	Phthisis.	Other Diseases of the Respiratory Organs.	Killed by Accident.	Pneumonia.	Nervous System.	Digestive System (including Liver).	Liver.	Digestive System (excluding Liver).	Cancer.	Circulatory System and Rheumatism.	Rheumatism.	Urinary System.	All other Diseases.	All Causes. Comparative Mortality Figure.
All males (England and Wales). 25 to 65.	220	182 (402)	67	—	119	77	39	38	—	120	—	41	146	1,000
Stone and Slate Quarriers (Ogle). 25 to 65.	308	274 (582)	148	—	83	63	25	38	—	91	—	24	115	1,122
Festiniog slate quarriers. 25 to 65.	204	298 (502)	204	193	77	116	38	77	61	70	34 (104)	15	92	1,062
Festiniog non-quarriers (males). 25 to 65.	269	184 (453)	—	105	52	111	39	72	—	118	13 (131)	65	—	1,000 (taken at)

TABLE XVI.—SUMMARY OF METEOROLOGICAL READINGS.

Time.	Rainfall.	Barometer.	Thermometer (Indoor).	Thermometer (Outdoor).	Wind from N., N.E., and E.
	in.				
1888, May	2·66	29·255	51·45	44·8	10 days
„ June	4·32	29·209	57·53	53·8	12 „
1889, May	3·22	29·06	54·32	52·2	6 „
„ June	·89	29·335	59·17	56·9	17 „
1890, May	3·56	29·09	55·06	59·8	12 „
„ June	12·63	29·239	56·3	55·5	4 „

These figures were taken from the meteorological records kept by E. Parry Jones, Esq., Cefnfaes, Blaenau Festiniog, now of Blaenddol, Festiniog.

APPENDIX III.

OCCUPATIONS of MALES and FEMALES aged 10 years and upwards in the COUNTY of MERIONETH.

[Taken from the Census of England and Wales (53 and 54 Vict. c. 61.), 1891.]

	Occupations.	Males.	Females.
1	The General or Local Government of the country	217	36
2	The defence of the country	19	—
3	Professional Occupations (with immediate Subordinates)	955	477
4	Domestic Offices or Services	135	4,715
5	Commercial Occupations	319	11
6	Conveyance of Men, Goods, and Messages	1,150	9
7	Agriculture	6,881	605
8	Fishing	12	1
9	Manufacture &c. of Books, Prints, Maps	117	6
10	„ „ Machines and Implements	136	2
11	„ „ Houses, Furniture, and Decorations	1,159	5
12	„ „ Carriages and Harness	109	—
13	„ „ Ships and Boats	91	—
14	„ „ Chemicals and Compounds	50	2
15	„ „ Tobacco and Pipes	5	—
16	„ „ Food and Lodgings	811	671
17	„ „ Textile fabrics	453	92
18	„ „ Dress	633	1,082
19	„ „ Animal substances	105	1
20	„ „ Vegetable substances	100	12
21	„ „ Mineral substances	5,523	23
22	„ „ General or Unspecified Commodities	1,335	40
23	„ „ Refuse Matters	8	—
24	Unspecified Occupations	3,983	17,708
	Totals	24,306	25,498

APPENDIX IV.

RAINFALL in the FESTINIOG DISTRICT.

Month.	Station. Oakeley Mine, Altitude of Station, 1,100 feet.										Station. New Welsh Slate Mine, Altitude of Station, 1,060 feet.			
	Year 1890.		Year 1891.		Year 1892.		Year 1893.		Year 1894.		Year 1893.		Year 1894.	
	No. of Rainy Days.	Rainfall in Inches.	No. of Rainy Days.	Rainfall in Inches.	No. of Rainy Days.	Rainfall in Inches.	No. of Rainy Days.	Rainfall in Inches.	No. of Rainy Days.	Rainfall in Inches.	No. of Rainy Days.	Rainfall in Inches.	No. of Rainy Days.	Rainfall in Inches.
January	Not kept.		14	7·80	15	9·39	17	4·44	24	8·84	Not kept.	Not kept.	23	9·64
February		1·52	5	·69	10	3·89	20	12·71	24	19·97			25	20·95
March	Not kept.	·72	12	4·11	11	2·41	8	3·16	15	10·22			15	10·91
April		4·02	11	5·26	11	3·74	4	·92	13	3·22	2	·40	18	3·45
May		4·35	16	4·57	18	7·79	10	5·75	16	6·86	12	6·40	19	8·21
June	24	11·29	13	4·74	15	5·47	13	5·64	21	6·53	12	5·90	22	8·58
July	18	9·89	12	8·30	13	7·45	18	5·78	19	8·18	17	6·53	21	7·88
August	17	6·27	18	18·50	18	14·04	14	10·30	23	8·18	22	11·78	27	10·04
September	13	5·60	19	12·59	22	12·56	18	9·71	6	1·18	24	11·03	8	0·93
October	17	7·80	21	10·53	25	9·17	17	10·60	18	9·30	24	13·90	23	10·10
November	22	17·41	20	7·69	20	8·40	15	9·62	22	12·05	22	13·74	25	13·65
December	4	1·07	21	17·89	16	8·94	28	10·83			29	13·24		
Totals			182	102·67	194	92·75	182	89·46						

APPENDIX V.

List of Merionethshire Slate Mines.

Number on the Map.	Name of Mine. *Italics* denote Mines suspended during the whole of 1893, but not abandoned.	Situation. The figure denotes the Distance of the Mine in Miles from the Town or Village after which it is placed.	Approximate Altitude in Feet above the Sea Level.			Persons ordinarily employed during the Year 1893.		Quantity of Dressed Slate and Slabs produced. Statute Tons.
			Highest Entrance into the Mine.	Lowest Entrance into the Mine.	Main Office.	Below Ground.	Above Ground.	
1	Abercorris	Corris, 2	1,070	985	770	14	21	3,884
2	Aberllefenny	Aberllefenny, Corris, 2.	725	390	360	73	59	444
3	Braichgoch (including Gaewern).	Corris, ½	589	390	390	58	90	6,044
4	Bryneglwys and Cantrybedd.	Abergynolwyn, Towyn, 8.	1,063	680	853	97	88	6,335
5	Bwlch-y-Slater	Blaenau Festiniog, 4	1,680	1,620	1,700	5	11	270
6	*Conglog*	Tan-y-grisiau, Blaenau Festiniog, 4.	1,425	1,195	1,125	—	—	—
7	Crown	Dolgelly, 3	875	815	835	3	—	4
8	Cymerau	Corris, 3½	615	545	615	11	10	530
9	Diphwys Casson	Blaenau Festiniog, 2	1,635	985	900	57	29	1,136
10	*Fronboeth and Pantmawr.*	Portmadoc, 6½; Tan-y-grisiau, 2½.	1,505	1,360	1,360	—	1	—
11	*Henddol*	Barmouth, 3.	290	140	80	—	1	—
12	Llechwedd	Blaenau Festiniog, 1	1,070	780	840	222	264	15,615
13	Maen Offeren	Ditto, 1	1,320	1,035	1,112	167	161	11,047
14	Manod Mawr	Festiniog, 2	1,125	1,125	—	2	—	—
15	Minllyn (formerly Carlyle).	Dinas Mawddwy, 1	835	835	300	12	8	550
16	Moelferna	Glyndyfrdwy, 3	1,620	1,530	710	40	84	4,955
17	Moelwyn	Tan-y-grisiau, 1½	1,600	1,600	1,315	4	—	76
18	New Welsh Slate (formerly Cwmorthin).	Tan-y-grisiau, Blaenau Festiniog, 3.	1,245	1,095	1,105	183	108	6,910
19	Oakeley	Blaenau Festiniog, 1	1,465	790	1,110	736	916	56,589
20	Park	Llanfrothen, Portmadoc, 5.	170	170	170	14	15	409
21	*Penarth*	Corwen, 2	1,106	1,068	1,068	—	—	—
22	Ratgoed	Corris, 4	1,048	1,048	615	7	5	232
23	Rhosydd	Tan-y-grisiau, Blaenau Festiniog, 4.	1,725	1,495	1,485	108	78	4,962
24	*Voelgron*	Festiniog, 3½	1,460	1,460	1,340	—	—	—
25	Votty and Bowydd	Blaenau Festiniog, 1	885	840	830	251	212	14,537
26	Wrysgan	Tan-y-grisiau, Blaenau Festiniog, 2½.	1,385	1,320	1,385	41	55	3,006
						2,105	2,216	137,535

APPENDIX VI.

Ages of the Workmen employed at the New Welsh Slate Mine in January 1893.

Total number of men and boys employed	286
Average age of these 286 persons	34·4 years.
Number employed under 18 years of age	26
Average age of the remaining 260 persons above 18	36·2 years.
Number employed under 16 years of age	7
Average age of the remaining 279 persons above 16	34·9 years.
Number of slatemakers [*quarrymen*] employed	78
Average age of these 78 persons	28·7 years
Number of slatemakers under 16 years of age	6
Average age of the remaining 72 slatemakers above 16	29·9 years.
Age of the oldest of these 72 slatemakers	73 years.
Number of these 72 slatemakers above 40 years of age	13

APPENDIX VII.

List of Fatal Accidents at Slate Mines in Merionethshire from 1875 to 1893.

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
				Falls of Ground.			
1875	Mar. 19	1	Rhiwbryfdir	John Jones	Slate miner	—	A fall of stones upon him in his working place.
„	Oct. 15	8	Aberllefenny	William Davies John Davies	„ „	52 24	These men were engaged raising slate on a slope near the edge of an underground shaft, by which the slate was lowered from their workings to a level 30 yards below them. While they were thus employed the rock on which they stood suddenly slid down into the shaft, carrying them with it to the bottom. The ground had parted at an oblique joint, of which I was assured there were no indications before the accident occurred.
1876	Feb. 5	11	Palmerston	Evan Roberts	Labourer	48	The falling of a piece of stone upon his foot from a "clay slant" about three feet high. The accident caused serious injury to his foot, which it was found necessary to amputate. He appeared to have recovered from the effects of the accident, but became debilitated, and died in about a fortnight.
„	Mar. 23	12	Cwmorthin	Llewelyn Lloyd	Slate labourer	38	The deceased was engaged loading a waggon in one of the "bargains" of the mine, and it is supposed that while doing so a lump of stone fell from the roof upon his head and killed him. He was alone at the time, and never spoke after being found; but the nature of his injury and the appearance of a stone lying near him led to the conclusion that he met with his death in the manner suggested.
„	„	13	Aberllefenny	Robert Williams	Slate miner	37	A piece of rock fell from the roof of the chamber in which the deceased was working, and gave him a blow on the head which proved fatal. His partner who was standing by at the time could give no explanation as to the cause of the fall.
1877	April 22	18	Votty and Bowydd	Hugh Edwards	Miner	19	In this case no inquest was held, the man having been buried under a doctor's certificate before the coroner and inspector could by any possibility arrive at the place.
„	June 8	20	Holland	William Griffith	Slate miner	34	The deceased and another man had fired a blasting charge, and went to the place soon after doing so to ascertain the amount of work it had done, when a rock of several tons' weight came down upon them, causing the instantaneous death of one, and severe injuries to the other.
„	Aug. 25	24	„	Simon Jones	„	55	The falling upon him of a stone from the roof of the level which he was driving.
„	Dec. 7	29	Bryneglwys	David Evans Hugh Jones	„ „	38 27	Unexpected fall of rock from another "bargain."
1878	May 2	34	Braichgoch	Edward Evans	„	55	He was injured by a stone which fell upon him from the roof of his working place, and he died from the effects of the injury six days afterwards.
1880	May 3	44	„	John Jones	Rockman	41	Unexpected fall of slate from the face of the rock where he was working, which broke the ladder upon which he and his comrade were standing. The latter was laid up for six weeks.
„	June 22	46	Cwmorthin	Morris Pritchard	Miner	36	Unexpected fall of part of roof of a chamber, he was working in the level.
„	Oct. 18	51	„	Morris Evans	„	36	Fall of roof, which he knew to be weak, and which he intended to take down later in the day.
1881	April 22	53	Oakeley Middle	Edward Jones	Rockman	42	He fired a hole in the face of his bargain, which loosened a large block of slate. His partner told him he thought it was sufficiently loose to be got down with a crowbar, but Jones considered more powder was necessary, and was on his way down to fetch some, when the block fell and rolled on to him.
„	June 17	54	Diphwys Casson	Edward Hughes	Miner	41	He was engaged in widening a "roof," and he left a large slab about 18 inches thick just under the "hard," which he was bound to take away sooner or later. In spite of warnings from his comrades, one of whom refused to go to the place while the dangerous piece of roof was left, he delayed taking the slab down. At last he was ordered to take it down by the agent, and while engaged in this operation, the piece fell and killed him. There was not necessarily any danger in taking it down.
„	June 28	55	Cwmorthin	William Williams	Miner	55	Williams and his partner were widening a "roof," and had followed a well marked "slant." They appear to have blasted a hole which loosened a slab 18 inches in thickness, between their slant and the next, and this came down upon them. The partner was badly injured.
„	Aug. 9	56	Aberewmeiddaw	David Thomas	Rockman	23	He had blasted a hole which threw down the block of slate required, and he then put his ladder against the face and went up to see if any loose stuff was left which required to be taken down. Before he reached the top of the ladder some pieces fell and inflicted fatal injuries.
1882	Feb. 21	64	Palmerston	Hugh Jones	Miner	39	Unexpected fall of roof, which was considered so firm that he and his partner had arranged to bring it down by blasting.

List of Fatal Accidents—*continued.*

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
				FALLS OF GROUND—*continued.*			
1882	Mar. 3	65	Wrysgan	William Roberts	Rockman	35	About 15 or 20 tons slipped away from the face of the bargain unexpectedly, although the men had examined the place and pronounced it safe.
„	July 25	66	Oakeley Upper	Robert Roberts	Rockman	30	Unexpected fall of a block of slate from the face of his bargain.
„	Aug. 3	67	Palmerston	Robert Jones	Labourer	40	Unexpected fall of slate from the top of a pillar more than 100 feet above him.
„	Dec. 21	68	Maen Offeren	Samuel Morris	Miner	19	Fall of a large slab of the "9-inch" bed, while he was in the act of taking it down.
1883	May 10	72	Oakeley Middle	John Griffith	Rockman	38	A block of slate which he thought safe slipped on him.
1884	April 2	77	Rhosydd	Richard Williams	Miner	45	While engaged in removing some roof, known to be weak, a larger piece fell than he expected, and he was struck down by it and killed.
„	April 8	78	Braichgoch	Hugh Edwards William Andrew	Slate Sawyer Labourer	44 40	While they were endeavouring to raise a tram of rubbish, which had got off the rails, a stone fell from the roof 20 feet above them, or from some adjacent workings, and killed them on the spot.
„	May 15	79	„	Griffith Tibbot	Rockman	60	Unexpected fall of a huge block of slate, while he and another man were preparing holes for the purpose of throwing it down by blasting.
„	June 26	80	Cwmorthin	David Lewis	Miner	28	He was using a bar to remove some loose dangerous roof, standing underneath it instead of at a higher level, as advised by the manager 20 minutes before the accident. A large stone fell upon him and inflicted fatal injuries.
„	June 30	81	Oakeley Upper	William Jones	Labourer	34	Unexpected fall of rock from the side of a pillar on one side of the chamber in which he was working.
„	Nov. 21	82	Cwmorthin	John Morris	Rockman	35	Unexpected fall of slate from the face of bargain. He and his partner had examined the place several times, and thought that it was safe; but a large block of slate slipped away from a concealed joint and struck him in its fall. He died 16 days after the accident.
1885	Jan. 29	89	Oakeley Upper	John Williams	Rockman	26	While he was splitting a block of slate he was struck by a stone, which fell either from the roof or side of his chamber, and his right leg was broken. He was in a very unhealthy state before the accident and died eight days afterwards.
„	Mar. 18	90	Votty and Bowydd	Richard Thomas	Miner	43	He was standing on a ledge of rock which he knew to be insecure; it gave way, and he fell nine yards, receiving fatal injuries.
„	Mar. 19	91	Oakeley Upper	Thomas Roberts	Rockman	65	Unexpected fall of a piece of slate rock from the face of the bargain where his son was at work.
„	May 1	92	Maen Offeren	John Jones	Labourer	32	Unexpected fall of some stones, weighing about 2 cwt., from the roof of the chamber, 50 feet above them.
„	June 3	93	Braichgoch	Edward Morgan	Rockman	33	Premature fall of a block of slate, weighing about 20 tons, which was known to be loose, but which was not expected to fall until a blast had been fired. The hole had been bored, but the block fell before it was charged.
„	Aug. 28	94	Cwmorthin	John Hughes	„	42	Unexpected fall of rock from the roof of the chamber 45 feet above him.
1886	April 2	97	Maen Offeren	Richard Roberts	„	36	Unexpected fall of rock from the side of a pillar where, he had just been blasting.
„	Nov. 4	98	Rhosydd	Robert Jones	„	26	Unexpected fall of rock from a pillar, the side of the chamber in which he was working. The men thought the place safe, as they had sounded it a few days before the accident.
1887	Sept. 19	105	Bryneglwys	John Lewis	Miner	30	A block of slate fell against him unexpectedly from the side of a narrow cutting he was making.
„	Sept. 21	106	Oakeley	John Roberts	Rockman	20	Fall of a lump of slate from the side of a pillar, which other men were making safe. Roberts and Edwards ventured into the chamber in spite of warning not to do so.
„	Dec. 5	107	Llechwedd	John Jones	„	58	Blow on the head from a small stone which dropped from the roof of the chamber, more than 100 feet above him.
1888	May 2	110	Bryneglwys	David Roberts	Miner	52	Unexpected fall of a stone, weighing 30 lbs., from the roof of his working place, 12 feet above him. His partner said that they had not sounded the roof during the three months they had been working at the place, though they could have done so easily without any scaffolding.
„	June 2	111	Aberllefenny	John J. Williams	Rockman	20	Unexpected fall of rock from about 30 feet above him while walking along a regular travelling road.
„	June 8	112	Cwmorthin	Allen Griffiths	Miner	52	Unexpected fall of a piece of a large rock which he was endeavouring to break up by blasting. The piece fell from a place quite within his reach.
„	Aug. 28	113	Oakeley	Humphrey Roberts	Rockman	30	Unexpected fall of ¾ to 1 ton of rock from the roof of the chamber 60 feet above him. The roof had been left as safe when first formed 10 years before.
1889	April 5	117	Votty and Bowydd	Robert Thomas	Labourer	34	Unexpected fall of a part of the roof of the large underground chamber in which he was working; about two tons of rock fell at a little distance from the deceased, struck the working face and rebounded into the chamber. The deceased was found directly afterwards with his skull fractured. It is probable that this death was caused by his being struck by one of the fragments; but it was also suggested that in rushing away on hearing the fall, he struck his head with sufficient violence to fracture the skull. The roof had been carefully examined and sounded eight days before the accident.

List of Fatal Accidents—*continued.*

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
				FALLS OF GROUND—*continued.*			
1889	Aug. 13	118	Bryneglwys	Richard Davies	Rockman	43	Fall of a slate from the side of his working place which he considered to be safe.
„	Oct. 18	119	Llechwedd	Robert Ellis	Miner	32	Unexpected fall of a slab of rock, known as the 9-inch band, from the roof of his working place, which was only about 4 feet high. Some dangerous pieces of 9-inch band had been taken down six days before the accident, but the part that fell was considered safe by the men and agents.
1890	Jan. 11	125	Oakeley	Richard William Roberts.	Rockman	65	Fall of a stone weighing about 15 lbs. from the working face of a slate chamber. A big block had been thrown down by a blast, and the deceased went back to the place after the lapse of only three or four minutes, instead of waiting awhile, as is customary, for fear all the rock should not have come down at once. While the deceased was looking at the block which had been thrown down, a small piece of rock, loosened by the blast came away and struck him on the back.
„	Feb. 14	126	„	Edward Mills	„	48	Precipitated to a depth of 36 feet by the giving way of the rock at the edge of a precipice upon which he was standing. He had blasted a hole near the rock which fell, and this no doubt shook it, and caused it to fall.
„	Feb. 19	127	Bryneglwys	David Evans	„	40	A huge block of slate, weighing about 25 tons, came away unexpectedly from the working face. The men had split off some of the foot of the big block, but they were of opinion that it would not come down without blasting.
„	June 18	128	Oakeley	William Kilner	Labourer	46	Unexpected fall of a piece of rock, weighing from half to three-quarters of a ton, from the side of the chamber in which he was working. The rock fell from a height of about 24 feet.
1891	Jan. 23	130	Park	Owen Williams	Rockman	36	Premature and unexpected fall of slate rock from the roof, which was only a few feet above them, and which had been sounded and pronounced safe a few days before.
„	April 28	131	Oakeley	John Roberts	Platelayer	55	A lump of slate, weighing about 50 lbs., fell unexpectedly from the side of a pillar from a height of 29 feet, and struck him on the shoulder. He died a few days afterwards.
1892	Feb. 5	135	New Welsh Slate	David Jones William Ellis	Rockman „	42 27	Fall of rock from the roof of the chamber in which they were working.
„	Mar. 15	136	Llechwedd	Evan Roberts	„	66	He was boring a hole in the working face of hi chamber, when some of the rock, 5 feet above him, slipped down and struck him.
„	April 6	137	Oakeley	Owen Griffith	„	22	Unexpected fall of two tons of rock from the side of a pillar about 45 feet above the place where he was at work.
„	Oct. 29	138	New Welsh Slate (Cwmorthin)	Josiah Roberts	Miner	30	Unexpected fall of the roof of his working place, an excavation 4 feet high, while he was "widening" as a preparation for a new chamber.
1889	Jan. 16	142	Braichgoch	David Edwards	Rockman	53	A block of slate slid down unexpectedly from the working face, and the man hearing the noise ran away; unfortunately he happened to go just where it was coming down, and he was struck by it and killed.
„	Sept. 8	145	Oakeley	John Jones	„	45	Fall of a big block of slate from the working face. He had fired a hole in order to bring down the block, but as it did not come away he at once climbed up, and he said he would re-charge the hole. At this moment the block fell and struck him. His partner had begged him to wait a bit as usual before going up the face.
„	Nov. 7	146	„	Owen Williams	„	42	Unexpected fall of a block of slate weighing about 2½ tons, from the side of the chamber in which they were working. The piece fell from a height of 53 feet, from a place far beyond the men's reach, which could not be minutely examined without rigging up ladders specially. The chamber had been inspected by the men and agents with the aid of the Wells light, about two months before the accident, and pronounced safe. His partner received injuries to the head and leg.
„	Nov. 14	147	Votty and Bowydd	Evan W. Roberts	„	62	Fall of a piece of slate, weighing about 4 cwt., which he was in the act of getting down. It caught his leg against a sharp stone, which severed the main artery in the calf, and though his comrades succeeded in stopping the bleeding within eight minutes after the accident, he died from the loss of blood and the shock in less than two hours.

IN SHAFTS.

Overwinding—None.

Ropes and chains breaking—None.

Whilst ascending or descending by machinery—None.

Falling into shaft from surface—None.

Things falling from surface—None.

Falling from part way down.

1892	June 24	139	Cymerau	Robert Morgan	Rockman	37	While working on a ledge in an underground chamber, he slipped and fell into the intermediate shaft, down which rubbish was thrown and slate lowered.

List of Fatal Accidents—*continued.*

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
			Things falling from part way down—None.				
			Miscellaneous in shafts—None.				
			MISCELLANEOUS UNDERGROUND.				
			Explosions of Gunpowder, &c.				
1875	May 27	4	Rhiwbryfdir	Robert Owen	Slate miner	27	The explosion of a charge of powder.
1876	Aug. 15	15	„	Griffith Evans	„ „	32	The explosion of a charge of powder while he was tamping it. The iron tamping bar which he was using at the time was driven almost through his head.
1877	July 30	23	Llechwedd	Robert Lloyd	„ „	33	The explosion of a charge of powder while he was charging a hole a second time.
„	Oct. 13	28	Votty and Bowydd	Hugh Thomas	„ „	20	A charge of gunpowder, which he was in the act of firing, exploded before he had time to retire to a place of safety.
1878	Jan. 2	32	Palmerston	David Jones	„ „	59	Struck by a stone from a blast fired by other men; he had received warning of the blast, but being very lame did not retire quickly enough to reach a place of safety.
„	Oct. 21	37	Oakeley Upper	Humphrey Davies	„ „	27	Explosion of a charge of gunpowder which had hung fire. He returned thinking that it had gone off.
1880	May 5	45	Oakeley Middle	Evan Jones	Rockman	25	Explosion of a second blast which hung fire for 10 minutes and was supposed to have missed fire. His comrade Lewis Jones was seriously injured.
„	Aug. 20	48	Llechwedd	Edward Rowlands	„	26	Sudden explosion of a charge of gunpowder while he was in the act of lighting the fuse.
„	Aug. 31	49	Penarth	Thomas Jones	„	44	Explosion of 4 lbs. of powder from letting a lighted candle fall upon it.
1883	June 14	73	Crown	Griffith W. Lewis	„	28	A hole charged with potentite had missed fire on the previous day; while Lewis was working with a pick on the rock close to it, the charge went off.
„	Oct. 2	74	Votty and Bowydd	Bennett Davies	Labourer	17	Struck on the forehead by a stone from a blast 30 yards away from him. He was sheltering himself behind a waggon.
1884	May 14	83	Palmerston	Joseph L. Jones	Miner	17	His partner was using an iron bar to tamp a hole charged with gunpowder and guncotton, when it exploded. The partner had his skull fractured.
1885	May 29	99	Diphwys Casson	Hugh John Jones	Slate maker	16	Explosion of 28 lbs. of gunpowder in a level. He was carrying two calico bags each containing 4 lbs. of powder, and struck a match to light a candle or a pipe. His powder ignited and set fire to five similar bags carried by other men, who were severely injured.
„	Sept. 28	100	Oakeley Upper	John Lewis	Miner	35	He and his partner were driving a level in opposite directions to meet each other, and on the day of the accident the barrier between them was only 3 or 4 feet across. His partner signalled by hammering that he was going to fire, and Lewis replied in the same way. The hole was fired, broke through the barrier and killed Lewis, who for some unaccountable reason had not retired.
1888	Feb. 22	114	Oakeley	Evans Roberts	Rockman	47	The accident was caused by a blast, but no more can be said with certainty. It is supposed that a charge of gunpowder and guncotton failed to go off completely, and that after hanging fire for an hour, the remnants exploded unexpectedly when Roberts returned to his working place.
1891	July 14	132	Aberllefenny	William Pritchard	Miner	35	Struck by a stone from a shot fired by another man. The shot took fire and went off prematurely while this man was preparing to ignite the fuse.
			Suffocation by gases—None.				
			Irruption of water—None.				
			Falling into water—None.				
			On inclined Planes.				
1883	Jan. 1	95	Palmerston	William Jones	Mason	61	He tried to jump on to the ascending carriage of a steep incline, missed it, and rolled down a distance of 30 yards, falling into water at the bottom. He dislocated his hip. He died of congestion of the lungs accelerated by the accident, on the 12th January.
1887	Dec. 29	108	Palmerston	Robert Williams	Trammer	18	A sled with a block of slate went off the rails in going up an incline. Williams was assisting to replace it when the pin of the shackle got loose, through loss of the cotterel, the sled became detached from the rope and slid down about a yard. Williams was struck by the block of slate and received fatal injuries. Jones had his hand hurt.
1889	Sept. 2	120	Oakeley	Benjamin Lewis	Hooker-on	24	While crossing an incline for the purpose of riding upon a loaded waggon to the next floor, in contravention of the Special Rules, he was struck by an empty sled which was coming down a parallel line of rails. He had been warned that the sled was coming down, but the top of the incline was so smoky that he did not see it.
1890	Mar. 5	129	Votty and Bowydd	Owen Jones Rees Jones William Jones	Hooker-on Labourer „	51 35 44	Struck by an empty truck on a pass-by at the foot of an incline; the truck was hooked on to the rope at the top of the incline, when the pin of the link of the coupling chain came out and the truck ran away down the incline. The pin came out owing to the absence or imperfection of the cotterel, which had not been noticed.

List of Fatal Accidents—*continued.*

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
			On inclined Planes—continued.				
1891	Aug. 20	133	New Welsh Slate (Cwmorthin).	Samuel Evans	Labourer	18	He was riding up an incline on a loaded waggon, in disobedience to orders, and had his head struck by a projecting piece of rock in the roof.
1893	Mar. 11	143	Maen Offeren	John Evans	Miner	37	While the deceased was engaged in blasting away the floor of an incline at the side of the line of rails, a truck got loose from the chain breaking and ran down violently. The deceased was struck by the truck or the load as it passed him.
			By Trams and Tubs.				
1878	July 12	35	Palmerston	John Davies	Labourer	24	Knocked over a small precipice by a truck of slate which was upset by a blow from another truck.
			By Machinery Underground.				
1875	June 12	6	Ratgoed	Rowland Owen	Slate miner	22	Struck on the head by the handle of a crab winch. It caused instantaneous death.
1877	Oct. 10	26	Holland's	Thomas Meredith Edward Rowland	Labourer „	29 25	These two men were thrown down with great violence from the place in which they were, to a floor 12 yards below them, through the sudden fracture of the vertical axle of a crane, the handles of which they were turning at the time.
1885	June 19	96	Cwmorthin	Robert Davies	„	25	Skull fractured by the handle of a crane while he was lowering a large block of slate. He had slackened his hold too soon, thinking that the block was down. He died nine days after the accident.
1886	Oct. 25	101	„	Griffith Williams	Rockman	52	While lowering a block of slate with a crane, he let the handle slip, it flew round and struck him on the forehead. One end of the block was already resting on the ground.
1888	Mar. 14	115	„	Edward Owen	Labourer	28	He was hauling a block of slate down a heap of rubbish by a winch and chain. The block suddenly started rolling, and gathering up the chain about it reversed the winch, the handle of which flew round and struck Owen on the forehead. A pawl would have prevented the accident.
1889	Aug. 26	121	Diphwys Casson	Owen Henry Roberts.	Rockman	30	He was at a winch lowering a block of slate, one end of which was resting on the ground, when he let go the handle. It flew round and struck him on the forehead. Probably he thought the block was resting quite firmly on the ground, and was holding the handle of the winch loosely, when the block gave a slight lurch, and so jerked the chain and caused the handle to revolve. He had received a severe injury in precisely the same manner in April 1886.
			Sundries Underground.				
1875	May 27	3	Cwmorthin	Evan Evans	Labourer	45	A fall over a precipice.
„	June 5	5	Welsh Slate	David Hughes	Slate miner	30	A fall over a precipice.
„	Sept. 16	7	Braichgoch	Robert Roberts	„	17	Falling from one floor (level) to another. He was following his father, with whom he was working, along a pathway to their working place, but having turned back a few paces to give another workman a light, he inadvertently stepped aside over a precipice which the footpath skirted.
1876	May 3	14	Cwmorthin	Owen Morris	Slate labourer	16	A fall of 50 yards over an underground precipice. The deceased was engaged tramming from a chamber to the mouth of a level. While so doing he had to pass along the edge of the precipice over which he fell, and which was entirely destitute of any protection in the shape of a fence or rail. It is supposed that he got confused on hearing suddenly the shout "Fire" given before firing a blast, and fell over while hastening to a place of safety. The coroner's jury very properly recommended that all such places should be made safe by a good rail so placed that men could not fall over.
1877	April 16	17	Bryneglwys	William Owen	Slate miner	37	The deceased and his partner in the bargain were beginning to bore a hole while standing upon a step of slate rock, when a small piece of slate slid away from the rock facing them, pushing the deceased backwards over the steps, and causing him a fall from 5 to 6 yards. The partner was slightly injured in the thumb by the falling slate, but said he did not think the deceased was injured by anything besides the fall.
„	June 4	19	Cwmorthin	Edward Williams	Carpenter	32	The deceased was employed upon a new bridge in the course of erection in a part of the underground workings, and fell from it a distance of about 14 yards. The cause of his falling could not be ascertained, as the men who were working near him did not witness the occurrence, and only missed him on leaving their work in the evening.
„	July 5	21	Cymerau	Thomas Davies	Slate miner	33	A fall down an underground precipice; he was returning to his work with a candle in his hand after the firing of a charge, and was supposed to have missed his way owing to the thickness of the powder smoke.
„	Sept. 20	25	Braichgoch	Owen Jones	„	38	Falling over the edge of the floor on which he was working to the floor below, a distance of from 10 to 12 fathoms.

List of Fatal Accidents—*continued.*

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
			Sundries Underground—continued.				
1877	Oct. 15	27	Llechwedd	John Williams	Slate miner	38	He was leaving his work, and is supposed to have made a mistake as to the direction he should take, and to have walked over the precipice, at the bottom of which he was found.
„	Dec. 18	30	Braichgoch	John Williams	Labourer	11	This child fell over an underground precipice. He went into the mine, as stated in evidence, for the purpose of obtaining inferior slates for dressing, and fell from a truck upon which he was riding.
1878	Feb. 6	33	Cwmorthin	Hugh Ellis	Slate miner	22	The deceased having charged four holes for blasting, and fired three, went down by a chain to fire the fourth. While he was thus engaged the chain broke, and dropped him to the bottom, where he was found dead.
1879	June 4	38	Llechwedd	Wm. Williams	Miner	20	Struck by a piece of rock thrown down by a man working 15 or 18 yards above him, who had given warning.
„	Oct. 28	42	Palmerston	Richard Lewis	Slate miner	72	Fell from one floor to another while working in his bargain.
1880	Mar. 25	43	„	Samuel Jones	Rockman	57	Fell from an underground pathway into workings below.
„	Oct. 1	50	Braichgoch	Thomas Evans	„	29	Fall of a loose stone upon his head while removing a ladder which was standing up against a steep face of rock.
1881	May 31	57	Cwmorthin	Robert Jones	„	47	He fell from an unfenced bridge while going to his work.
„	June 4	58	Aberllefenny	Richard Pugh	Labourer	45	He fell 60 feet from an unfenced tram-road while proceeding to his working place.
„	July 26	59	Braichgoch	Evan Lewis	Rockman	25	He had been clearing away loose stuff from the top of his bargain, and was on his way out when he fell over the edge and was killed. There was no pathway or tram-road, and, consequently, no infringement of the special rules for not having the place fenced.
1881	Sept. 9	60	Palmerston	Owen Hughes	Labourer	29	He was working at the foot of a great pile of rubbish which had run into the chamber from falls at higher levels, and he was struck by a stone which may have rolled down the heap, or possibly have fallen from the roof or pillar.
1882	Dec. 26	69	„	David Roberts	Quarryman	28	He fell from a bridge, part of which was unfenced.
1883	Mar. 10	75	Oakeley Upper	Owen Roberts	Rockman	21	After setting light to a hole close to the bottom of his bargain he unnecessarily climbed up to the top, went into an old abandoned level about 40 feet long, in a pillar, and fell over a precipice.
„	Nov. 13	76	Votty and Bowydd	Thomas Roberts	Miner	76	He stumbled while running away to escape the fall of some slate in a place where he had just fired a blast, and falling on the road broke a rib. His health was already much impaired by disease, and he died four days after the accident.
1884	April 22	84	Cwmorthin	Owen Lewis	Miner and repairer	48	While in the act of shifting a balk of timber, with which he was constructing an underground bridge, he slipped and fell over a precipice.
„	Aug. 15	85	Palmerston	Thomas Morton	Miner	50	He was clearing rubbish from the great fall when a stone rolled down and struck him on the back.
1886	July 21	102	Cwmorthin	Owen Lewis	Labourer	27	While clearing the fall they were struck by a piece of rock which rolled down the slope.
1887	Feb. 23	109	Aberllefenny	Lewis Griffith	Rockman	54	Blow on the head from some rubbish tipped from the floor above. Griffith knew that the tipping was going on, but forgot to shout and stop the men as he passed.
1888	Feb. 16	116	Oakeley	Richard Edwards David Davies Evan Jones William Lloyd Owen Parry	Trammer „ „ „ „	48 29 25 19 31	In contravention of the rules of the mine, they trammed three loaded waggons on to a bridge, across which only one was allowed to pass at a time. The bridge broke, and they fell 60 feet and were killed.
1889	Sept. 9	122	„	John Roberts	Labourer	49	He got over a stone wall underground in order to relieve his bowels, and having done so, went away in the wrong direction, and fell over a precipice. Proper privies were available, and the man was disobeying orders by going where he did.
„	Sept. 30	123	Votty and Bowydd	Daniel Roberts	Miner	40	He got over a fence 3 feet high at the entrance of a disused level 45 feet long, through a pillar between two underground chambers, and fell over a precipice 50 feet deep at the other end of the level. It is probable that he went into this level to relieve his bowels, and possibly put out his candle for fear of being discovered in the act of breaking the rules. He had only just left the surface a few minutes before, and there was no necessity for his going where he did, for he was in perfect health and not suffering from diarrhœa.
1890	Dec. 22	134	Oakeley	John Davies	Rockman	58	He was standing where a level opened into a chamber partly filled with slate and rubbish from the collapse of workings above. He was loading a waggon at the foot of the heap of rubbish, when a large stone which was close to him rolled down sooner than was expected and struck him, breaking three ribs. He had been suffering from pleurisy and heart disease, and he died very unexpectedly of syncope nine days after the accident.

List of Fatal Accidents—*continued.*

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
				Sundries Underground—continued.			
1892	Sept. 8	140	Rhosydd	John Charles Williams.	Labourer	17	Williams and another man were working in the middle of a flat ledge of rock, 15 to 20 feet wide, with a precipice 40 feet deep on one side. Williams got up to leave the ledge and somehow fell over the edge of the precipice and was killed. The work of getting the slate was being carried on in an unusual fashion, more dangerous than ordinary methods.
1893	May 31	144	Braichgoch	Owen Jones	Rockman	56	He was startled by a falling chain, and while walking backwards rapidly along the floor of the chamber, stumbled and fell against a waggon loaded with slate rubbish which was standing in the tram road. The blow caused a bad scalp wound and concussion of the brain, and he died from these injuries nine days afterwards.
				On Surface.			
				By Machinery on Surface.			
1875	Dec. 9	10	Holland's	Edward Roberts	Quarryman	21	The waterwheel working the machinery at which the deceased was engaged dressing slates had, as he thought, become firmly fixed by ice, and wanting to set it free he rashly jumped upon the top of the wheel. His weight at once sent it rapidly round, and being unable to get off he was so shockingly crushed and mutilated that he died next day.
1878	Sept. 10	36	Votty and Bowydd	Griffith Roberts	Labourer	50	Crushed between the trunk of a water balance and the top of an aperture through which it had to pass.
1879	Aug. 29	40	Palmerston	Evan Williams	Brakesman	25	The overwinding of some empty waggons on an incline of which the deceased had the charge.
„	Oct. 22	41	„	J. T. Jones	Slate dresser	15	Dragged into the pulley of a slate sawing machine.
1881	Oct. 19	61	Bryneglwys	Thomas Elias Rodgers.	Engineer	46	He was examining the speed of a vertical turbine shaft, when his coat got caught by it, and he was whirled round, receiving fatal injuries. The shaft was in a walled pit, to which none but special workmen had access.
1889	Feb. 9	124	Oakeley	Owen P. Jones	Mine agent	45	Fall of a crane or triangle, which he allowed to be used with one instead of two guy chains. He was carelessly standing between the legs of the crane.
				Boilers Bursting.			
1882	Jan. 30	70	Maen Offeren	Hugh Hughes William Pritchard Thomas Davies Evan Roberts	Labourer Engineman Carpenter Labourer	66 60 28 52	Boiler explosion.
				Miscellaneous on Surface.			
1875	April 29	2	Welsh Slate	William Roberts Robert Hughes William Hughes	Timekeeper Engine stoker Slate miner	32 30 31	These men were working on the surface, and were supposed to be in a place of perfect safety, but an enormous mass of overhanging rock suddenly gave way, crushing the poor men to pieces, and causing the destruction of much valuable machinery.
„	Nov. 17	9	Cwmorthin	Owen Owens	Quarryman	22	The breaking of a link, whereby a waggon containing slates got loose and went down an incline with terrific speed, killing the poor man and causing much damage.
1877	Jan. 14	16	Votty and Bowydd	William Parry	Slate miner	16	He was leaving his work about 3 p.m., and instead of taking the proper pathway made a short cut, which brought him to the edge of a deep daylight precipice. He there fell over a depth of 25 yards, and received such severe injuries that he died soon after being taken home. His father, wh oworked with him and who was present at the inquest, stated that he had repeatedly reprimanded the deceased for taking this dangerous path.
„	July 30	22	Maen Offeren	David Evans	„	45	The deceased was injured on the 30th July by a fall of rock which occurred in an open working in the quarry.
„	Dec. 16	31	Bryneglwys	Edward Davies	„	50	The deceased fell about 20 yards from a landing, on which he was engaged, with another man receiving trucks laden with slate, as they were hauled up from the mine.
1879	July 2	39	Oakeley Upper	Griffith Wynne	Labourer	24	A blow from a stone which fell from some part of the open quarry while he was tramming.
1880	Aug. 2	47	Abercwmeiddaw	Owen Evans	Quarryman	37	Struck by a stone, which fell on to the floor above him and then rolled over on to the floor where he was standing.
„	Aug. 20	48	Llechwedd	Edward Rowlands	Rockman	26	Sudden explosion of a charge of powder, while in the act of lighting the fuse.
„	Nov. 19	52	Palmerston	Hugh Jones	Labourer	29	He was knocked over by a truck which was allowed to run down an incline.
1881	April 2	62	Bryneglwys	John Watkin	„	25	Fall of earth whilst excavating at the surface for a new reservoir.
„	Dec. 16	63	Palmerston	Hugh Gabriel	„	40	He was pulling a truck with slate across a branch of the Festiniog Railway when a train of slate came down from the Llechwedd Quarry and overturned his truck, which fell on him and killed him.
1882	Jan. 3	71	Abercwmeiddaw	Evan Humphreys	„	18	Fall of a small stone in the open part of the quarry.

List of Fatal Accidents—*continued*.

Year.	Date.	No. of the Accident.	Name of the Mine.	Persons killed.	Occupation.	Reputed Age.	Cause of Accident, and Remarks.
				Miscellaneous on Surface—continued.			
1884	Jan. 25 -	86	Llechwedd -	Lewis Griffith -	Attending to a water tank.	26	Against orders he was riding up an incline on the carriage of a water-tank, and after reaching an open part of the quarry he slipped off and was run over.
„	Mar. 10	87	Oakeley Upper -	Richard Griffith -	Labourer - -	54	Unexpected fall of a stone from some loose rubbish lying on the slate-rock near his working place, above ground.
„	Mar. 19	8	Diphwys Casson -	Henry Jones -	Rockman - -	46	He had charged a hole about 6 feet 5 inches deep with dynamite and powder, and it was lighted at the same time as another hole charged by another man. On hearing one report, Jones rashly concluded that both holes had gone off at the same time, and returned to his hole. It exploded and inflicted fatal injuries on him.
1886	June 26	103	Conglog - -	David Lloyd Roberts.	„ - -	22	He was riding with several other men on a truck containing slabs. Seeing a stone on one of the rails he jumped off and ran in front of the truck to kick it off. Unfortunately he slipped and fell, and the truck struck him so violently that he died in the course of a few hours.
„	Nov. 24	104	Oakeley Upper -	John Tudor Roberts.	Quarryman - -	69	Fell over a natural precipice, used as a tip close to his working place.
1892	Aug. 19	141	Oakeley - -	Richard Roberts -	Labourer - -	35	He was working above ground at the foot of the "fall," a huge heap of slate and rubbish, when a stone weighing about a quarter of a ton rolled down and struck him as he was running away to escape it. Another man had proposed to him to roll the stone down, but he had refused, saying he would go on with his work for a bit. The stone soon afterwards came away suddenly. His leg was broken, but although it was a simple fracture, without any complications, acute tetanus set in the day after the accident, and he died on the 23rd August.

APPENDIX VIII.

Glossary of the Technical Terms used in the Evidence.

Bargain.—The working face of a chamber let to a gang of men on contract.

Bench.—A narrow ledge of rock by the side of a pillar, for carrying a tramroad from the working face to the original level along the strike from which the chamber was started.

Bevel.—A clean natural joint in the bed of slate cutting both the bedding and cleavage obliquely.

Big Thickness (Welsh, *Tew Mawr*).—A layer of hard compact rock, also known as the "*Blue hard*," overlying the "Nine inch" at the top of the best known slate bed in the Festiniog Mines, viz., the "Old Vein."

Bôn.—The primary meaning of this word is *Stump*. It has thus come to mean the portion of the bed of slate remaining in the ground when some has been removed. Thus, the face of a quarry where a slate bed ceases to be worked open, and dips under cover, is called the *head bôn*. Similarly, if a bed of slate is worked from below upwards, and then cut across, from geological roof to geological floor, the portion left behind is called the *ceiling bôn*.

The openings into daylight in a *head bôn* are shown in Plate IV., Fig. 7.

Chamber (W. *agor*).—A cavern left by the excavation of the bed of slate.

Chert.—A local term for the compact, light-coloured volcanic ashes which separate some of the different slate beds in the Festiniog district.

Clay Slant.—A plane of bedding at the top of the "Old Vein." It is always accompanied by a thin layer of white unctuous clay, generally soft. On the clay slant comes the "nine inch," a band of dark blue, compact ash, and this again is separated from the overlying "*big thickness*" by a second clay slant, which, however, is not always so well defined as the lower.

Cleavage.—The property possessed by slate of splitting into thin layers independent of the stratification.

Codi Cerrig (W.).—To remove from the mill to the "bank" the slates made during the day.

Cover.—The top, roof or ceiling of a chamber. The term is used at Aberllefenny, Bryneglwys, and Corris.

Crane.—A derrick with a winch, used for hauling blocks from the bottom of the working face and loading them on to trolleys.

Floor.—A horizontal surface left by the excavation of the slate.

Hard.—A local term for anything other than slate, it may be a volcanic ash or an intrusive igneous rock.

Labourer.—An unskilled workman, who clears away the rubbish, &c.

Mill.—The shed where the slate is prepared for the market by means of machinery.

Miner.—The man who drives levels, puts up "roofs," does the "widening," and so prepares the chamber for the slate getter (*rockman*).

New Vein.—The lowermost or most southerly bed of slate worked in the Festiniog district.

Old Vein.—The best known, thickest, and most valuable of the Festiniog slate beds. It overlies the New Vein (*see* Plate).

Pillar.—A partition of slate rock which is left between two underground chambers to support the superincumbent strata.

Pillaring.—The property of rending with comparative ease in a certain direction along planes at right angles to the planes of cleavage.

Platform.—Sometimes used as equivalent to floor.

Quarryman (W. *Chwarelwr*).—A slate-maker, the person who finally splits or dresses the slate for the market.

Rammer (Tamper, Stemmer).—A wooden or metal rod for pressing down explosives and the material used for confining the charge, in shot holes.

Rockman (Slate getter).—A skilled workman who excavates or "gets" the blocks of rock, which are split and dressed into slate.

Roof.—The top or ceiling of a chamber.

Roof.—The small connecting passage between two floors, which is made as the first operation in opening a chamber.

Roofing.—Making a connecting passage or "roof."

Scribe.—A rent in the slate proceeding in a direction which does not coincide with the cleavage or the pillaring. It is apparently caused in some cases by the pressure of the superincumbent strata, and at other times it is started by blasting.

Shed (W. *Wal*)—A building in which the slate is split and dressed by means of the hand knife.

Slant.—A smooth, even plane of division in the slate rock, which may coincide with the bedding (*e.g.*, Clay slant) or with the cleavage, or may differ from both.

Slate.—A fine grained sedimentary rock originally deposited as clay, which now has the property of splitting into extremely thin layers along planes which do not as a rule coincide with the bedding.

Stem.—A day's work.

Stemmer.—*See* "Rammer."

Tamper.—*See* "Rammer."

Thickness (W. *Tew*).—A slice of slate rock between two cleavage planes.

Tori Cefn (W.).—Cutting the rock in a chamber to form walls or pillars. The term is more generally applied to cutting the wall or pillar on the west side of a chamber.

Unroofing (Widening).—Extending sideways, over the whole width of a proposed chamber, the original connecting passage (*roof*) made from one floor to another.

Vein (Slate Vein).—A term generally used for a seam or bed of slate.

Whinstone Dykes.—A series of intrusive sheets of igneous rock (Diabase) crossing the bedding of the slate (Plates V. and VI.).

Widening.—*See* "Unroofing."

Working Home.—Removing all the slate on a given floor until the underlying rocks are reached.

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Enumerated; *Jones*, 87; *Roberts*, 1052; *Evans*, 1648. Accidents from blasting and fall of men from floor to floor much less frequent than formerly; *Jones*, 88. Falls of men from floor to floor practically abolished; *Roberts*, 1052. Accidents to head more numerous than formerly; *Jones*, 89, 90. Deaths from accidents higher among Festiniog quarrymen than among male population, and than among stone and slate quarriers throughout England and Wales; *Jones*, 2062. Many accidents are owing to the carelessness of the men; *Jones*, 505; *Jones*, 3099; *Roberts*, 4366–9, 4427; *Pierce*, 4611. Fatal accident to Daniel Roberts at Votty and Bowydd explained; *Jones*, 599–610. Fatal accident to three men on incline at Votty and Bowydd explained; *Jones*, 612–6. Knew of no accident that could have been avoided by exercising more care; *Owen*, 762, 763. Some accidents due to thoughtlessness; *Owen*, 765, 770. Accidents with crane generally happen in lowering blocks; *Jones*, 812. Crane accidents commonly happen with small blocks of slate; *Jones*, 828. Gives most common accidents; *Davies*, 969. Accidents have been materially reduced since the introduction of the Metalliferous Mines Regulation Act; *Roberts*, 1052. Accidents have happened through taking light too near powder-keg; *Williams*, 1189. Accidents through men falling from floor to floor greatly reduced; *Williams*, 1196. Accidents would be less numerous if men wore clothes suitable to their work; *Roberts*, 1226. Nearly all the accidents he knew of could be traced to absent-mindedness; *Davies*, 1267. Accidents which happened owing to men leaving side of pillar unsafe; *Griffiths*, 1516–20. Only one accident happened in 1893 through fall from side of pillar; *Griffiths*, 1537–40. Recent head injuries have been to a great extent caused by crane; *Evans*, 1724. Table of accidents at Oakeley Quarries for the last three years handed in; *Roberts*, 1741. Instance given of accident which he supposes happened through bad management; *Jones*, 2591–2605. Only one fatal accident occurred with machinery during the last 19 years; *Jones*, 2777. Instances given of fatal and non-fatal accidents with machinery; *Parry*, 3365–9. The accidents at Cwmorthin enumerated; *Robarts*, 4003. Particulars of accidents at Bryneglwys given; *Roberts*, 4283–95, 4299–4303, 4356–8; *Roberts, H.*, 4417–4423. Fatal accident with explosives at Aberllefenny; *Roberts*, 4483–6. Accident at Aberllefenny through fall of ground; *Roberts*, 4492–4. Fatal accident at Ratgoed explained; *Griffith*, 4557, 4558.

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CLOTHES—*cont.*

Cwmorthin the men have their clothes dried round the boilers underground; *Williams*, 2955–9. It would be wise for the men to have two suits with them, so as to leave one at the quarry; *Roberts*, 4465.

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CLUBS:

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CRANES:

Accidents with cranes happen for want of stopper or brake; *Hughes*, 266–271. Long rakes are employed at Llechwedd Quarry for clearing rubbish from under blocks in crane; *Hughes*, 275. Most crane accidents happen in lowering the blocks; *Jones*, 812; *Jones*, 2443, 2450. Blows from handle of crane are still prevalent; *Roberts*, 1052. It is desirable to have a brake on cranes; *Griffiths*, 1587–90. There should be some provision for preventing accidents with cranes; *Jones*, 2442–5; *Jones, D. W.*, 3150. Recent head injuries are mostly caused by crane; *Evans*, 1724. Proper pieces of wood should be supplied to put under the blocks in the crane; *Roberts*, 3018–23. Crane handles should fit tightly; *Roberts*, 3024–5. Instances of accidents with crane given; *Jones*, 3151–4. A crane with a worm was abandoned by the men at Llechwedd some years ago, on account of its weight and slow action; *Roberts*, 3589. New safety crane described, 3589, 3602–7. The men would not use a crane with a pawl; *Robarts*, 4009. The construction of cranes has been much improved of late; *Pierce*, 4613–5.

DAVIES, DAVID, Slate Maker, Oakeley Quarries.

Could not say he had suffered from effects of slate dust, 1266. Nearly all accidents he knew of could be traced to absent-mindedness, 1267. The Festiniog Railway Company discontinued use of carriages without doors six or eight years ago, 1271. Men suffered in health from the old carriages, 1272. Present carriages are over-crowded, 1273–5. Arrangement of seats in carriages of Festiniog Railway bad and dangerous to health, 1276. Special rules are very strict and very good, 1279. Recommends that a door be always placed where waste falls from dressing machines, 1284–7. Spray would keep down dust, 1288.

DAVIES, GRIFFITH, Rockman, Oakeley Quarries.

Complains of Special Rule 61; 3464–71. Wants the assistant inspector to be a man who has worked for 10 or 15 years underground, and understands his work thoroughly, 3473, 3483–4. The expense of making the quarry safe should be paid out of the royalty, 3473. The workmen are much divided on the eight hours question, 3478–82. Thinks eight hours a day quite enough for a man to work underground, 3484–7. Chains, and not ropes, are used by the men when the rock is wet, 3489–92. Does not see necessity for a place for drying clothes at quarry, 3494–5. Knows of men who have suffered in health, owing to having worked in wet places, 3502.

DAVIES, ROBERT, Rockman, Oakeley Quarries.

Enumerates most common accidents, 969. Describes method of using long ladders for inspecting roofs, 975–8. Sounding with hammer not always sufficient, 983. Warning of danger from large pieces given by fall of small bits, 986. Light often taken through the quarry to inspect roofs, 1001. Suggests that special official be appointed to attend to dangerous places, 1009–13, 1026. Wants an official to see to each "thickness," 1027. Privies above, but none below ground, 1035–6. Officials attend to complaints, 1043.

DAVIES, THOMAS, Rockman, Llechwedd Quarry.

Desires to see more minute inspection of pillars as the bargains are being worked, 2353. Complains that some of the rules are not applicable to slate quarries, 2355–8. They made their objections to the rules known through their secretary, 2359–62. The copper tampers are used for first tamping only, 2367. Considers the rule as to using lantern to take powder from chest impracticable, 2372. States that the path complained of (2020–4) is a fairly good path, and he heard no one complain of it, 2373–93. Does not think inspections with a light sufficient, 2395. One man is always employed at Llechwedd Quarry to take down what is dangerous, 2397.

DEATHS:

For mean age of quarrymen from various diseases, &c. *see under* JONES, DR. RICHARD.

Deaths from typhus and typhoid fever reduced by eleven-twelfths by the introduction of water from Llyn y Morwynion; *Jones*, 111–3. Deaths might have been avoided if men had been trained in ambulance work; *Jones*, 129. Table of comparative mortality handed in; *Jones*, 2058. Deaths from diseases of the alimentary system, high in the Festiniog district; *Jones*, 2062. Deaths from diseases of the circulatory system low; *Jones*, 2063. Deaths from accidents higher among the Festiniog workmen than among stone and slate quarriers generally; *Jones*, 2062. Ratio of disease to death in the district; *Jones*, 2092. Number and per-centage of deaths from various diseases; *Evans*, 1648. Per-centage of deaths from accidents at Llechwedd; *Roberts*, 3850–2

DISEASES. (*See also under* CONSUMPTION, INDIGESTION, NERVOUS DEBILITY, and PNEUMONIA.)

Diseases of the respiratory organs are high; *Jones*, 52. They assume a low form in the district; *Jones*, 54. Prevalent diseases among quarrymen enumerated; *Jones*, 64; *Roberts*, 1052; *Evans*, 1648. Pneumonia is prevalent in the district; *Jones*, 167. Two cases of typhoid fever could not be traced to anything but drinking impure water at the quarry; *Evans*, 1656, 1690. Emphysema is most common among miners; *Evans*, 1712. Believes many underground men suffer from chronic rheumatism; *Evans*, 1733.

DUST (SLATE):

Slate dust irritates and may lead to chronic phthisis; *Jones*, 54, 59, 143, 162. Is less injurious than granite dust; *Jones*, 144. More dust in summer than in winter; *Jones*, 148, 149. Men often complain of dust; *Jones*, 160; *Jones*, 1302. Effects of inhaling dust described; *Jones*, 2070. Does not believe in watering mills to lay down dust; *Jones*, 658–66. There is much dust in mills in summer; *Owen*, 753. Inhalation of dust, &c. deleterious to health; *Roberts*, 1052, 1075, 1100–2, 1135; *Roberts, J. E.*, 1230, 1231. Inhalation of dust gives rise to irritation, lassitude, and thirst; *Roberts*, 1052. Recommends spray to lay down dust; *Roberts*, 1052; *Davies*, 1288. Respirators and artificial moustaches might do good; *Roberts*, 1052. It would be an advantage to make a post-mortem examination of a

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slatemaker's lung to prove injurious effect of dust; *Roberts*, 1076. It would be a gain to science to have such an examination made; *Roberts*, 1094. The quantity of dust is about the same in the mills as it was in the old sheds; *Roberts*, 1080. Inhalation of dust cannot develop into pneumonia; *Roberts*, 1109, 1110. Quarrymen to avoid the injurious effect of dust should keep the mouth shut and breathe through the nostrils; *Roberts*, 1124, 1125. Has not suffered from the dust; *Davies*, 1266; *Williams*, 4446–8. Dust and smoke account for the disproportion of deaths among males and females in the district; *Evans*, 1648. 1650–1, 1674, 1679. Slate dust is angular; *Evans*, 1682. Pipes for spray to water mill when needed have been fixed at Llechwedd; *Roberts*, 3589.

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Eating-houses are provided at the Oakeley Quarries; *Owen*, 727. Eating-houses described; *Owen*, 728; *Jones*, 1329–34. Men not allowed to dry wet clothes in eating-houses; *Owen*, 738; *Roberts*, 1741. He does not eat there on account of the way in which the men prepare the tea; *Roberts*, 1240. Accommodation in the eating-houses is insufficient; *Jones*, 1326–8. Eating-houses at Oakeley are very good; *Morris*, 1643. All that could be desired; *Owen*, 2345. The accommodation is as much as the men wish for; *Roberts*, 1768, 1769. At Votty and Bowydd the men eat their dinners where the saws are being sharpened; *Jones*, 2818. One eating-house at Cwmorthin for lower mill; *Robarts*, 4040, 4042. Bryneglwys men eat in weigh-house and joiner's shop, *Roberts*, 4457–58. No eating-houses at Aberllefenny. The men eat in weigh-house and small hut; they are in favour of eating-house. *Pierce*, 4619–23.

ELECTRICITY.

The uses to which it is put at Llechwedd Quarry; *Roberts*, 3703–5. He does not advocate electric light for the actual working of the rock; *Roberts*, 3724. Particulars as to cost of erecting electric plant; *Roberts*, 3972, 3973, 3978, 3979.

ELLIS, WINIFRED A., Lecturer in Cookery under the Merionethshire County Council:

Delivered courses of lectures on cooking at four centres; they were well attended and much interest taken in them. In her lectures tried to show how to make best purchases and get most nourishment. Laid special stress on economy and cleanliness. Too much tea-drinking and too little porridge, &c. Ignorance of value of soup as food. Common thing for quarry people to live in comparative luxury first week after pay and then scantily for three weeks. Sick-room cooking and nursing want reforming. Ventilation much neglected. Need of teaching domestic economy to girls. Nursing should be taught at Intermediate Schools. Recommends weekly payment of wages, 4752. Quarrymen's wives are not economical, and many men in consequence are not well fed, 4753, 4754. Too much tea drinking, 4755. Against tea drinking in excess, 4786. How most could be made out of a joint of meat, 4762–5. Some women gossip and neglect cooking for husbands, 4766. Quarrymen's wives too fond of fine dress, 4773, 4777. Girls should be taught cooking when 13 or 14 years of age, 4778. Quarrymen do not get enough fresh meat, milk, and vegetables, 4782–5.

EVANS, R. D., M.R.C.P., M.R.C.S.

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EVANS, THOMAS, Mineral Agent and Quarry Manager, Barmouth.

Suggests that all managers and sub-agents should undergo an examination; that managers should visit all workings daily and keep a record; that inexperienced men should not be entrusted with any work; that every man should have six months' experience under a practical man before using explosives; that all workmen should apply to manager for certificate of ability, &c. before leaving a quarry, 374. Things are much better now than they were 30 years ago, 382, 383.

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FOOD:

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GRIFFITH, EVAN, Manager of Ratgoed and Cymerau:

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GRIFFITH, HUGH, Rockman, Oakeley Quarries:

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GRIFFITHS, RICHARD, Rockman and Slatemaker, Oakeley Quarries:

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No hospital in the Festiniog district for infectious diseases; *Jones*, 80. It is the duty of the local authority to provide such; *Jones*, 81. *Evans*, 1648. There are only two hospitals in the district; *Jones*, 132–134. Men's objections to the hospital are dying away; *Jones*, 139, 140. Men ought to avail themselves more of the hospitals; *Roberts*, 1052. The workmen who meet with accidents at the Oakeley Quarries are maintained at the hospital free of charge; *Roberts*, 1741. The cost of maintaining some Cwmorthin men at the hospital was defrayed by by Mr. Robarts; *Roberts*, 3545. All the expenses of Llechwedd men at the hospital are paid by the company; *Roberts*, 3988–91. The hospital is readily used by the men; *Roberts*, 3994. He should be glad of a hospital where the men could be sent to; *Robarts*, 4013.

HOURS OF WORKING:

The hours of working are reasonable; *Roberts*, 3547. Particulars of hours at Oakeley Quarry given; *Roberts*, 3547–84. Working hours at Cwmorthin; *Jones*, 3133–40; *Robarts*, 4019–21. He finds the day often too short for him to do his work; *Jones*, 3141. The working day is rather long, it would be an improvement to shorten

HOURS OF WORKING—*cont.*

it by one hour; *Jones*, 3186, 3189. The men are called too early to their work, especially in winter months; *Parry*, 3321. Time of commencing and leaving off work at Oakeleys given; *Parry*, 3342–3348. He believes in an eight-hours' day, but not in the law enforcing it; *Roberts*, 3450. The workmen are much divided on the eight-hours question; *Davies*, 3478–82. Eight hours a day is quite enough for a man underground; *Davies*, 3485–7; *Pierce*, 4627. He thinks the men better off now than they would be with eight hours; *Roberts*, 3784–6. Particulars of working hours at Llechwedd given; *Roberts*, 3787–95, 3823, 3824. Thinks eight hours is too short at the quarries; *Roberts*, 3796. He sees no objection to the eight hours if every slate industry at home and abroad adopts it; *Roberts*, 3803. He does not think a man can work eight hours without a break; *Roberts*, 3814–6. Working hours at Bryneglwys; *Roberts*, 4265–71. Working hours at Aberllefenny; *Roberts*, 4534–51.

HOUSES:

Not more than a dozen houses have a damp course in the Festiniog distict; *Jones*, 86. Houses are satisfactory but for want of a damp course; *Roberts*, 1052. Knows of only two or three houses in the district having any pretence of having adopted a damp course; *Roberts*, 1052. The houses are generally comfortable, the defective ones belong to the employers; *Evans*, 1649. Photographs of good and bad houses handed in; *Evans*, 1649. Houses are scarce at Festiniog; *Evans*, 1659. Number, position, and condition of houses at Festiniog; *Maybury*, 4198. Supplies details about the houses complained of by Dr. Evans; *Maybury*, 4198, 4228–44.

HUGHES, EVAN, Miner, Maenofferen Quarry:

Suggests that the men should be allowed to have more powder with them underground than is now the case, 3209–20. Describes the method they employ for inspecting roof and removing loose portions, 3231–43. Has sometimes seen signs of negligence in inspecting pillars, 3244. Is of opinion that record of condition of wall when inspected should be kept, 3253. Considers there should be an inspector under Dr. Le Neve Foster, 3253. At Maenofferen walls erected in disused levels instead of fences, 3269. Dams made to prevent water from passing through cracks to injure the pillars, 3273.

HUGHES, JOHN, formerly Rockman at Llechwedd:

Complains of path at quarry from underground to bank, 199–207. Recommends that paths should be separate from incline, 208. Danger to miners from the way in which the "clay slant and 9-inch" are pulled down, 210–13, 217, 246. Men are not well-informed as regards Special Rules, 223. Believes some of the Special Rules may well be omitted, 229. Rule 73 not practicable, 230—4. Men are not careful enough to examine the rock in their bargains, 251. Thinks the officials should be responsible for safety of bargain, 257. Insufficient light to examine bargains, 258, 259. Every place in which men work should be examined once in every three months at least, 264. Crane accidents happen from want of stopper or brake, 266–71. Long rakes are used at Llechwedd to remove rubbish from beneath block suspended in crane, 275. Wants Government official to reside on the spot and to visit the quarries often, 277, 278. Believes Special Rules conduce to the saving of life, 285. Thinks pillars should be wider at bottom than at top, 296–8. Complains of incompetent men becoming rockmen, 315, 316, 318, 319. Knows instances of men using powder in a day or two after going to work on rock, 321. Wants a man appointed by employers to make periodical inspections of cranes, &c., 326, 330, 331. No privies underground at Llechwedd except in the Old Floor, 337–40. States that men do not give all the evidence they could at inquests and prosecutions through fear, 344–64.

HYGIENE:

Better knowledge of hygiene is needed in the district: *Evans*, 1649. No hygiene is being taught at the schools; *Russell*, 4139. It ought to be taught; *Russell*, 4150. Hygiene is included in domestic economy, which is being taught at the Higher Grade School; *Wilson*, 4177–80.

INCLINE:

Paths should be separate from inclines: *Hughes*, 208. *Jones*, 577–580. *Robarts*, 4016. No stops at the top of the incline during the day at Votty and Bowydd,

INCLINE—*cont.*

but there is a gradient away from the incline; *Jones*, 592–5. Welsh and English notices *re* inclines posted up at the Oakeley quarry; *Roberts*, 1741. No path for men to go to their work in two places at Cwmorthin but along the incline; *Jones*, 2531, 2552. There has been only one accident on the incline at Cwmorthin for many years; *Robarts*, 4013, 4018.

INDIGESTION:

Indigestion is due to the manner in which the quarrymen prepare their tea; *Jones*, 64, 69. Indigestion is caused by tea drinking; *Owen*, 706, 721, 722. Indigestion is the most common complaint among quarrymen; *Roberts*, 1052. Not one half the indigestion is due to tea-drinking; *Evans*, 1710.

INQUESTS:

Men afraid to give all the evidence they could at inquests; *Hughes*, 344; *Jones*, 2550, 2683, 2684. It would be an advantage to have men on the jury of the same occupation as the deceased; *Griffiths*, 1552, 1553. There is reluctance on the part of the men to give evidence at inquests and legal proceedings; *Griffiths*, 1555–60, 1566, 1567, 1581–5. Gives an instance; *Griffiths*, 1561–5, 1570–3. Slate quarry managers should be allowed to attend inquests; *Roberts*, 1741, 1760–63; *Roberts*, 3590. He never sent a witness to attend inquest except at the request of a police officer; *Roberts*, 1930. There should be some provision to protect men who come forward to give evidence at inquests; *Williams*, 1989, 1990. The principal witnesses are spoken to by the authorities; *Williams*, 1999–2002. There should be men on the jury acquainted with deceased's work; *Williams*, 2003; *Jones*, 3302; *Pierce*, 4668; 4669. Quarrymen should have the right to be legally represented at inquests; *Williams*, 2004–10; *Pierce*, 4675. Half the jury being workmen would satisfy the men; *Williams*, 2050, 2051; *Jones*, 3303; *Pierce*, 4670. The men who know most about a case are not called upon to give evidence; *Jones*, 3301, 3309–14.

INSPECTION (GOVERNMENT):

He wants a man with practical knowledge and knowledge of Welsh to be sub-inspector; *Jones*, 1336–9, 1369–71, 1379–86, 1389–91; *Griffiths*, 1463–71, 1504; *Parry*, 3372. The inspection is more efficient now than when there was a Welsh-speaking inspector; *Jones*, 1367. It would be better to have only one inspection under the Metalliferous Mines Regulation Act for the quarries; *Jones*, 1302, 1375, 1376; *Roberts*, 1741; *Williams*, 2041-3, 2122; *Parry*, 3373. He does not think the appointment of a sub-inspector with practical knowledge would conduce to the safety of men; *Roberts*, 1933. Thinks Dr. Le Neve Foster should be assisted by a man having practical knowledge and knowledge of Welsh; *Williams*, 2047. Does not think an assistant inspector could be of any use; *Owen*, 2173. The sub-inspector should be in the neighbourhood of the quarries to raise and climb up ladders &c.; *Jones*, 2694–6; *Roberts*, 3436–9. He objects to a sub-inspector; *Roberts*, 3433, 3434. The sub-inspector should be a man who has worked 10 or 15 years underground; *Davies*, 3473, 3483, 3484. Dr. Le Neve Foster's inspection is efficient in every way as far as witness knows; *Robarts*, 4070. The sub-inspector should be a practical man, and should visit the quarries often; *Roberts*, 4377, 4378. The sub-inspector should have worked underground 20 years, and should understand Welsh; *Pierce*, 4642, 4647, 4654–7.

INSPECTION (BY THE MANAGEMENT, &c.):

Every place in which men work should be examined once in three months at least; *Hughes*, 264. There should be a periodical inspection of cranes, &c. by a man under the employers; *Hughes*, 326, 330, 331. There is no periodical inspection of roofs, &c. at Votty and Bowydd; *Jones*, 494, 495. The underground chambers at the Oakeley Quarries are inspected with Wells light and ladders; *Jones*, 805–7, 833–7; *Jones*, 1393, 1394. Wants periodical inspection of every chamber once at least in every six months; *Jones*, 1313–4; *Griffiths*, 1479, 1484, 1511–15; *Williams*, 2158. Why a record of such inspections should be kept; *Jones*, 1395. Record should be kept; *Williams*, 2153. Frequent inspections should be made by the men and managers; *Roberts*, 1741. Inspection of roofs and pillars at the Oakeley Quarry described; *Roberts*, 1771–7. He knows of no system of inspecting at Llechwedd; *Williams*, 2031. It is part of his duty to inspect the rock; *Owen*, 2172. Frequent inspection should be made by means of the Wells light; *Griffiths*, 2333. A special man should be appointed to carry out the inspections; *Griffiths*, 2335, 2336. He wants to see minute inspection of pillars and bargains while they are being worked; *Davies*, 2353. Does not think inspection with light alone sufficient; *Davies*, 2395; *Owen*, 2404. Describes inspection at Cwmorthin; *Jones*, 2635–9. Inspection of roof at Maenofferen described; *Hughes*, 3231–34. Inspection of cranes at Llechwedd Quarry described; *Roberts*, 3580. Record of inspection kept at Cwmorthin; *Robarts*, 4035. Inspections of roof carried on at Aberllefenny; *Roberts*, 4507–10.

JONES, DAVID, Slate Dresser, Votty and Bowydd:

Wants mills less draughty and dusty, 2766. Proper supervision needed to prevent men meddling with machinery, 2770–6, 2787. Not aware that only one fatal accident had happened to a slate-dresser during the last 19 years, 2777. Believes the mills are being greatly improved, 2778. Knows of few sawing tables without back gearing, 2779, 2780. There is superintendence of machinery, loose pulley and fork to remove belting to each sawing table in the mill where he works, 2789, 2790. Present mills better than the old ones, 2801. Recommends revolving ventilators in roof of mills, 2809. Men eat their dinner in small huts, 2817; and where the saws are being sharpened, 2818. Festiniog Railway carriages overcrowded and badly lit, 2828–30. Gives time of departure and arrival of workmen's trains, 2831–8.

JONES, DAVID, Rockman, Maenofferen:

The workmen often conceal facts rather than accuse any one of blame, 3291–4. Complains of newspaper reports being inaccurate, 3298. The men who know most about a case are often not called to give evidence at coroners' inquests, 3301, 3309–14. They feel that quarrymen should be summoned on the jury, 3302. Would be satisfied if half the jury were quarrymen, 3303.

JONES, DAVID W., Rockman, New Welsh Slate Quarry:

Wants some arrangement to prevent handle of crane from striking men, 3150. Gives instances of accidents with crane, 3151–4, 3180–3. Would prefer round to square pieces of wood to put under slate blocks in crane, 3155. Thinks a greater number of inexperienced men have been taken to work at the New Welsh Slate than at any other quarry, thus causing more accidents, 3160. Thinks the working day underground rather long, 3186. Thinks it would be a great improvement to shorten the working day by one hour, 3189.

JONES, ELLIS, Rockman, Aberllefenny:

The agent has divided some land into small allotments, so that a workman may keep a cow or two, 4699. These allotments are let for moderate rent, 4706.

JONES, HYWEL, Rockman, Oakeley Quarries:

Wants thorough examination of every chamber after miners leave it before rockmen begin to work, 2435, 2436. Wants wall across disused levels, 2437. Gives instance of accident for want of wall, 2438, 2439. Recommends some provision to prevent crane accidents, 2442–5. Crane accidents generally happen in lowering blocks, 2443, 2450. Wants thorough inspection of every "thickness" before it goes out of reach, 2446, 2447. Thinks same special rules should be in force at all quarries, 2463. It would be a very good thing to have certificated quarry managers, 2467, 2468. There should be an experienced quarryman on the staff of every quarry, 2467–72. Finds it difficult at all times to comply with special rule which requires returning bugle to chest, 2480. The men generally approve of the special rules, 2490.

JONES, JOHN, Rockman, formerly at New Welsh Slate (Cwmorthin):

States that at Cwmorthin the pillars were cut down after the chambers had been worked, 2529, 2583–88. No paths for the men except on the incline, 2531, 2552. He used iron rammers, which he knew was illegal, 2535–7. Believes men are often too much afraid of management to come forward and give evidence, 2543–50. Men somehow get to know of intended visits of the inspector, 2538. Recommends that incline should stop working when a man is on it, 2553; or have a

JONES, JOHN—*cont.*

separate path, 2557. Believes there was a rule to this effect at Cwmorthin, 2554. No manholes at Cwmorthin, and where they do exist they are failures, 2558. The men got permission from the agents to cut down the pillars, 2569, 2570, 2619. The steam on the incline prevents the candles from giving the men light, 2579, 2580. Does not believe there are more than two or three pillars at the quarry not cut down in part, 2584. Gives instance of an accident which happened, as he believes, through mismanagement, 2591–605. Believes the great majority of "falls of ground" are from roof or pillars, and not from forebreast, 2611. Thinks there should be some rule to stop the cutting down of pillars, 2625. Describes how and when the rocks were examined at Cwmorthin, 2635–9. Believes there should be a periodical inspection of the chambers by an inspector under Government, 2640. It would be a good thing to have inspection of every "thickness" while within reach, 2648, 2689, 2694. Thinks he knows an instance of a man working in a place known to the management to be dangerous, 2649. Saw the men in one instance try a dam to stop water down rock, but it was a failure, 2676. Men afraid of coming forward to give evidence which might be unfavourable to the company, 2683–84. Wants inspector appointed by Government in neighbourhood of quarries to raise ladders and inspect dangerous portions, 2694–6. Manhole useful if a man is near it, 2722. He had never read the special rules, though he knew he had to obey them, 2726–30. Gives instance of a pillar which had been cut down to 4 yards, 2735–7. Thinks men's clothes should be dried at the quarry, 2738. Was plaintiff in a case against the Cwmorthin Company and unsuccessful, 2741, 2742, 2748. Was dismissed from the quarry, and states why, 2744, 2745–2752. Had seen no privies at Cwmorthin, 2759.

JONES, JOHN, Rockman, New Welsh Slate:

Many accidents are due to carelessness and want of skill, 3110. It takes from three to five years for a man to become a practical rockman, 3117. Would approve of special man to inspect sides of pillars, though he sees no particular need for it, 3122, 3125. Gives working hours in summer and winter, 3133–40. Very often he finds the day too short to do the work he wants to do, 3141.

JONES, JOHN LLOYD, Agent, Votty and Bowydd:

Thinks it would be better if men had powder in larger quantities, 453–5, 467. It would be better to have uniformity in special rules, 456, 478. Examines roof by means of big lamp or paraffin oil on cotton waste, 491. No periodical inspection, but pays all attention to bad places, 494, 495. Carelessness of men causing many accidents, 505. Officials warn men against, and fine them for, carelessness, 506–8. Rockmen are generally taken from the waggon; not equal to those who have been slate makers, 511–3. Every bargain is visited once a day by an official, 516–9. Men tell officials immediately of anything wrong, 522–4. "9-inch" always taken down with adjoining rock, 530–2, 543, 544. Sounding with hammer not always a means of detecting loose rock, 572–5. Advisable that pathway for men should not be on the incline, 577–80. Refuges on incline when used as pathway, 582, 586–8. No stops used on top of incline during daytime, but gradient away from incline, 592–5. Fatal accident to Daniel Roberts explained, 599–610. Fatal accident to three men on incline, 612–6. Man employed to inspect machinery, but no record kept, 618–20. Thinks record would be of no advantage, 625, 626. Worked-out portions of quarry largely used as privies, 628–34. Privies above ground, 635–8. Difficulty in getting men to use privies, 639–41. Drinking-water underground very pure, 649–55. Did not believe in watering mill to lessen dust, 658–66. Good ventilation for miners, 676–8.

JONES, OWEN ROWLAND, Slate Maker, Oakeley Quarries:

Lays suggestions before committee on behalf of a meeting of workmen as to—i. underground dangers, ii. inspection, iii. sanitary laws, iv. inquests, 1296. Men in mills complain of dust, 1302. Want of privy accommodation, 1302, 1353. Suggests that mills should be under the same inspection (Metalliferous Mines Regulation Act) as underground workings, 1302, 1375, 1376. Wants periodical inspection of every chamber at least once in six months, 1313, 1314. By a man under the quarry owners, 1402. Eating-house accommodation insufficient, 1326–8. Describes the eating-houses,

JONES, OWEN ROWLAND—*cont.*

1329–34. Wants a man with practical knowledge, and knowledge of Welsh, as sub-inspector, 1336–9, 1369–71, 1379–86, 1389–91. Complains of the drinking-water, 1339–51. Explains why inspector should have account of accidents from the men apart from the agents, 1354–8. Quotes figures to prove that men who go by rail are healthier than those who reside in the district, 1359–66. The inspection is more effective now than when there was a Welsh-speaking inspector, 1367. Periodical inspections are made at the Oakeley Quarries by means of the Wells light, 1393, 1394. Explains why record of inspection of chambers should be kept, 1395. Thinks special rules should be revised and that the men should have a hand in it, 1398. Thinks all quarries should be under the same special rules, 1400.

JONES, RICHARD, M.D. Edin., D.P.H. Camb.:

Gives mean age at death of quarriers, 6, 14, 15. Explains what he includes in terms "quarriers," 7–9; "labourers," 10; "rockmen," 11. Complains of faulty statistics in registration, and suggests improvement, 7, 16. Gives mean age at death of various classes of quarrymen, 9. Including and excluding deaths from accidents, 26, 27. Gives factors which should be taken into consideration in comparing age at death of men working above and below ground respectively, 16–19. Effect of Festiniog altitude and climate on inhabitants, 21. Mean age at death of those not employed at the quarries in the Festiniog district, 21, 22. Mean age at death of the whole male population, 25. Mean age at death of non-quarrymen seven years higher than that of quarrymen, 28; of merchants, &c., only one year higher, 35–9. Excluding deaths from accidents mean age at death of quarrymen higher by one year than that of non-quarrymen, 40, 41. Number of deaths from all causes and from phthisis in Festiniog district, 41. Compares death-rate of those employed at quarries with that of persons not so employed in district, 43. Figures show fewer deaths from phthisis among quarrymen than among non-quarrymen, 43–6, 101. Compares mortality of quarrymen in Festiniog district with that of quarrymen throughout the kingdom, 47. Finds the Festiniog quarryman enjoys longer life than the quarrymen throughout the whole country, 47–50. States he is under the impression that women suffer more than men from consumption, 51, 102, 103. Diseases of the respiratory organs are higher in the Festiniog district than throughout England and Wales, 52. Accumulation of underground water is a source of phthisis, 54, 84. The houses are faulty—have no provision for evaporation of underground water, 54. Deaths from consumption are reduced when there is satisfactory drainage, 54. Diseases of respiratory organs assume a low form in the district, 54. Want of proper ventilation of quarrymen's bedrooms tends to diseases of respiratory organs, 54. Slate dust irritates, and may lead to chronic phthisis, 54, 59, 143, 162. Death-rate from consumption higher among men who work above, than those who work below, ground, 58, 104. Underground man has to contend less than the man above ground with variations of temperature, 62–4. Gives cubic space per man in slate mills, 64. Common diseases among quarrymen enumerated, 64. Indigestion due to manner in which quarrymen prepare their tea, 64, 69. Quarrymen are sober, thrifty, and cleanly, 64. Food for young is better than it used to be, 64. Quarrymen take bread and butter and tea too often, which leads to want of stamina, 64. Recommends that quarrymen should have dinner in middle of day, 65, 66, 68. Quarrymen are well clothed, 69. Barracks are not what they ought to be, 70, 71; are in an insanitary condition, 77. Local board has taken barracks under control, 70. No hospital for infectious diseases, 80; duty of local authority to provide such, 81. Only a few houses in Festiniog with damp courses, 86. Classifies accidents, 87. Accidents from blasting and falls of men tumbling into the quarry less frequent than formerly, 88. Head injuries more numerous, 89, 90. Arrangements of Festiniog Railway injurious to health of men, 91, 92, 96. States time workmen are kept waiting by various railways in the district, 95. It would be an advantage for the men to have a place to dry their clothes in the quarry, 97. Deaths from typhus and typhoid fevers reduced nine-tenths by the introduction of pure water to Festiniog, 111–4. No pollution of the water of the district by quarry drainage, 116–8, 120–2. Litter used to convey the injured, 124. Illness and death resulting from want of keeping the injured warm, 125–7. Deaths might have been avoided if men had been instructed in ambulance work,

JONES, RICHARD, M.D. Edin., D.P.H. Camb.—*cont.*
129. Two hospitals only in district, 132–4. Men's objection to going to hospital dying away, 139–140. Slate dust is less injurious than granite dust, 144. More dust in summer than in winter, 148, 149. It would be an improvement to have ventilators at top of mill, 153, 154. Men themselves often complain of dust, 160. Pneumonia is a prevalent disease in the district, 167. Watering may lay down dust, 170, 171. Men suffer from nervous debility owing to the way in which they prepare their tea, and owing to excessive smoking, 181–3. Cooking better taught in the neighbourhood would benefit the men, 186–8. Only strong healthy boys go to work at the quarries, 189, 190. Death-rate from phthisis is higher among women than in the case of quarriers or non-quarriers, 2053. Hands in table of deaths and of comparative mortality among quarrymen, 2058. Compares the average rate of death from consumption and other diseases of the respiratory organs with that of males throughout England and Wales, and with that of stone and slate quarriers, 2060. Deaths from accidents higher among Festiniog quarrymen than that of stone and slate quarriers throughout the kingdom, 2062. Pneumonia is the most common disease among quarrymen, 2062. Pneumonia is most common among those that work underground, reason given, 2062. Average death-rate of Festiniog quarrymen from nervous diseases lower than that of males in general and of stone and slate quarriers, 2062; higher from diseases of the alimentary system, diseases of the liver, and cancer, 2062. Festiniog workman compares favourably in diseases of the circulatory system, 2063. Death-rate from diseases of the kidney very low, 2063. Effects of slate dust, 2070. More important to prevent accidents than diseases among quarrymen, 2062, 2073, 2074. Hands in table of meteorological readings, &c., 2084. Gives ratio of death to diseases in district, 2092.

JONES, RICHARD, Rockman, Oakeley Quarries:
Enumerates dangers to which rockmen are most exposed, 803. Underground chambers are examined by agents with ladders and Wells light, 805–7, 833–7. Accidents with cranes through carelessness, 809; generally happen in lowering stones, 812. Officials attend promptly to complaints of danger, 822. Accidents with crane generally happen with small blocks of slate, 828. Ladders raised when there is suspicion of anything wrong, 842, 846. Barracks much improved lately, 858. Had had to eat and sleep in same room, 861, 862. Special rules strictly observed at Oakeley quarries by officials and men, 872. He was not allowed to use powder for a month after first going on rock, 885. Believes sounding with hammer enables one to detect dangerous places, 894. A man will become a competent rockman in two or three years, 902. Did not believe change from farm to quarry affected his health, 927. Much waiting for L. & N.-W. train some parts of the year, 935, 936. Trains too early on winter mornings; about right in summer, 942, 943, 947. Thinks special rules best rules for the men, 953. Impossible to observe special rules under certain circumstances, 955, 956. Brass rammers used everywhere as far as he knows, 957.

JONES, ROBERT JOSEPH, Slatemaker, Oakeley Quarry.
Suggests ventilators in roof of mills, 2428, 2430.

JONES, THOMAS, Rockman, Votty and Bowydd.
Considers that all chambers should be opened on the true pillaring of the rock, 2496–8. Does not think a proper inspection of the roof can be made with light from cotton waste as used at Votty and Bowydd, 2502. Two men always kept at their quarry to see to dangerous places, 2515.

KELLOW, MOSES, Manager of Park Quarries.
Gives particulars of slate beds at Park, 2967, 2975–76, 3007. Details of methods of working, 2967, 2985–2996. Enumerates the advantages of their filling-up method, 2967. Thinks their method of working might, with modifications, be adopted at Festiniog, 2977. Explains how the filling-up method might be carried out elsewhere, 2977. Meets the objections which might be brought against the system, 2977.

LABOURERS:
Meaning of the term; *Jones*, 10.

LADDERS:
Ladders are raised at the Oakeley quarries when there is any suspicion of danger; *Jones*, 842, 846. Describes the method of using the long ladders; *Davies*, 975–8. Suggests that quarry owners should offer prizes for the best form of ladder; *Griffiths* 1482. Light ladders 15 or 20 yards long are needed for inspecting dangerous places; *Owen*, 2404. Recommends that one man should be set aside at every quarry to inspect ladders, &c.; *Roberts*, 3062–65. He was the first to introduce telescopic ladders into the district; *Roberts*, 3615. Ladders are used for inspecting dangerous places at Bryneglwys; *Roberts*, 4341. At Aberllefenny the ladders are good and placed at an angle; *Pierce*, 4581–83, 4591.

LIGHT:
The light employed in insufficient to examine the bargains; *Hughes*, 258, 259. Light is often taken through the quarry (Oakeley) to inspect it; *Davies*, 1001. He can suggest nothing better than candle light to work by at a moderate cost; *Roberts*, 1868–70. Inspection with Wells light insufficient; *Owen*, 2404. Light from cotton waste used at Votty and Bowydd is insufficient to examine the roof; *Jones*, 2502. The steam incline at Cwmorthin prevents the candles from giving light; *Jones*, 2579, 2580. Magnesium ribbon lamp exhibited; *Roberts*, 3677. He would not advocate electric light for actual working of rock; *Roberts*, 3724. Particulars as to cost of erecting electric light plant given; *Roberts*, 3972, 3973, 3978, 3979.

LOCAL BOARD:
The local board has taken the control of the barracks; *Jones*, 70. Local board should provide a hospital for infectious diseases; *Jones*, 81. Quarterly report of condition of barracks made to the Local Board; *Maybury*, 4198.

MACHINERY:
The machinery is inspected at Votty and Bowydd, but no record is kept; *Jones*, 618, 620. Forks should be used to shift the belting; *Roberts*, 1227. Wheel in front of sawing machine should be faced with an iron plate; *Roberts*, 1255; *Owen*, 2343, 2344. Recommends a door where the waste falls from the dressing machine; *Davies*, 1284–7; *Williams*, 2036, 2037; *Owen*; 2343, 2348. The boilers at the Oakeley quarry are insured; *Roberts*. 1741, 1764 1766. Wants a proper place to stand on while adjusting belting in mills; *Williams*, 1948; *Parry*, 3364. Machinery at Oakeley quarry inspected and record kept; *Owen*, 2181–3, 2264–6. There should be proper supervision to prevent the men from meddling with the machinery; *Jones*, 2770–6, 2787. There are some sawing machines without back-gearing; *Jones*, 2779–80. Gives instance of fatal and non-fatal accident with machinery; *Parry*, 3365–9. No man is expected to repair his own machinery at Llechwedd, there is a special man for it; *Roberts*, 3947–51. The machinery is always stopped while preparations are being made to put belting on pulley; *Roberts*, 3952.

MANAGERS:
Managers should be certificated; *Evans*, 374. Should visit all working places daily and make a record; *Evans*, 374. Managers as a rule examine the "roof" before the miners leave it; *Owen*, 446. Wants to impose the responsibility of examining every "thickness" on the management; *Griffiths*, 1493–1502. All managers in future should be certificated; *Roberts*, 1741, 1908, 1910; *Owen*, 2261–3; *Roberts*, 3872, 3880–82, *Roberts*, 4003. He would include practical experience in the qualifications for a certificate; *Roberts*, 1930. It would be a good thing to have all managers and assistants certificated; *Jones*, 2467–8. There should be an experienced quarrymen on the staff of each quarry; *Jones*, 2467–72. Managers should be prosecuted by the men when they do wrong; *Roberts*, 3425. A manager should have worked 5 years underground; *Roberts*, 3431, 3432. Managers should not allow men to work in dangerous places; *Roberts*, 4373–5.

MAYBURY, HENRY PERCY, Surveyor to the Festiniog Local Board.
Gives number, position, and condition of houses in the Festiniog district, 4198. Describes the sanitary arrangements of the houses, 4198. Supplies details concerning houses complained of by Dr. Evans, 4198, 4228–44. The barracks are periodically inspected and registered 4198. No room will be approved which is living and sleeping room, 4198. 300 cubic feet per man are insisted upon in barracks, 4198, 4213. Describes the beds used by the men in barracks, 4199–4204. Two men

MAYBURY, HENRY PERCY—*cont.*

allowed to sleep in a bed, 4205. Privies in quarries are not looked after by sanitary authority unless in connexion with houses, 4218. Not his duty to inspect the quarries from an occupation point of view, 4227. More cases of diphtheria in the houses described as "model" houses than in those said to be unfit for habitation, 4245. Attends to sanitary condition of mills in the town as they are close to the houses, 4253–56.

MEDICAL ATTENDANCE:

The medical attendance on the men and their families in the Festiniog district described; *Roberts*, 1062, 1063, 1086–88. The medical attendance at Aberllefenny described; *Pierce*, 4603–6. The medical man at Aberllefenny is practically chosen by the workmen; *Pierce*, 4609.

MILLS:

Cubic space per man given; *Jones*, 64. The mills should be properly roofed and ventilated; *Williams*, 1948. They should be watered in hot weather; *Owen*, 2345. They should be less draughty; *Jones*, 2766. They are being greatly improved; *Jones*, 2778. The present ones are much better than the old ones used to be; *Jones*, 2801. They should be rain-proof; *Parry*, 3359. In the town the mills are attended to by the local authority as they are near the houses; *Maybury*, 4253–6. The mills are only middling waterproof at Bryneglwys; *Roberts*, 4455.

MINERS:

There is danger to the miners from the way in which the "Clayslant" and "9-inch" are being taken down; *Hughes*, 210–3, 217, 246. They take down the "9-inch" with the adjoining rock; *Jones*, 531–2, 543, 544. The term miner defined; *Pierce*, 4661.

MORRIS, WILLIAM, Rockman, Oakeley Quarries:

Scribing increases with depth; ascribes it to pressure, 1612–22. Suggests making dams to prevent water from trickling along face of rock, 1628–35. Complains of the drinking-water underground, 1642. The eating-houses are very good, 1643.

NERVOUS DISEASES:

They are to a great extent brought about by the way the men have of brewing their tea and by excessive smoking; *Jones*, 181–3. The death-rate from nervous diseases among the Festiniog quarrymen is lower than that of males in general, and lower than that of stone quarriers throughout England and Wales; *Jones*, 2062.

NURSING:

Trained nurses should be engaged; *Roberts*, 1052; *Wilson*, 4176. Nursing is in a very backward state in the district; *Roberts*, 1066. Should be taught at school; *Russell*, 4132, 4148. Nursing should be taught at the intermediate schools; *Ellis*, 4752.

OFFICIALS:

Officials should be held responsible for the safety of the bargains; *Hughes*, 257. Wants an official appointed by the employers to inspect cranes, &c. periodically; *Hughes*, 326, 330, 331. Officials fine men for carelessness; *Jones*, 506–8. The officials visit every bargain once a day; *Jones*, 516–9. They are told immediately by the men of anything wrong; *Jones*, 522, 524. They prosecute men for breach of special rules; *Owen*, 779. The officials attend immediately to any complaint of danger; *Jones*, 822; *Davies*, 1043. Special official should be appointed to attend to dangerous places; *Davies*, 1009–13, 1026. He approves of the appointment of an official to examine the sides before they go out of reach; *Williams*, 1203. Special official for examining every "thickness" not needed; *Roberts*, 1889–96.

OPENINGS (*see* CHAMBERS).

OWEN, JOHN, Slate Maker, Oakeley Quarries:

Had not suffered from any illness on account of his occupation, 699–701. Suffering from indigestion, which he attributes to tea-drinking, 706–22. Men have eating-houses, 727. Eating-houses and preparation of tea described, 728–32, 739, 740. Knows of no convenience at quarry for drying clothes, 734. Not allowed to leave wet clothes in eating-houses, 738. Asked by manager to give evidence, 748. Much dust in mills in summer, 753. Knew of no accident that could have been avoided by more care on part of men or officials, 762, 763. Some

OWEN, JOHN—*cont.*

accidents are due to thoughtlessness on the part of the men, 765–70. Could suggest no improvement in special rules, 775. Officials prosecute men for breach of rules, 779. Knew of no privies in open part of quarry, 780, 781. Drinking-water in Oakeley quarries good, 789, 790.

OWEN, JOHN, Slate Maker, Oakeley Quarries:

Recommends a door behind the dressing machines, 2343, 2348. Wheels in front of sawing machines should be covered, 2343, 2344. Mill should be watered in hot weather, 2345. Eating-houses are all that could be desired, 2345.

OWEN, JOHN, Rockman, Oakeley Quarry:

Thinks there should be a light ladder, 15 or 20 yards long, for examining dangerous places, 2404. States why he thinks inspection with Wells light, insufficient, 2404. Would like to see wall instead of fence in middle of disused levels, 2405. Wants more superintendence over men with the ropes and chains, 2407–10, 2412. Wants some one well acquainted with the work to examine the working places oftener, 2413–7.

OWEN, RICHARD, Rockman, Votty and Bowydd:

Approves of present special rules, 404. Wants present restrictions, as to storing explosives, removed, 404–19. Not aware that in several quarries in the district the powder was allowed in 25 lbs. kegs, 420–2. Managers, as a rule, examine "roof" before miners leave it, 446.

OWEN, WILLIAM, Agent, Oakeley Quarries:

Believes danger increases with vertical depth of wall, 2168. Considers it part of his duty to inspect the rock as well as superintend the men, 2172. Did not think an assistant inspector could be of any use, 2173. Thinks special rules sufficient, 2176. The chief engineer inspects ropes and machinery periodically, and makes a record, as witness believes, once a month, 2181–3, 2264, 2266. The foreman carpenter inspects bridges, 2185, 2186. Considers Rule 73 impracticable, 2204. Believes it would be advisable to have uniform special rules throughout the district, 2207. Approves of quarry managers being certificated. Would include practical and scientific knowledge, 2261–3. A manhole is invariably provided for the safety of the men after blasting, for the first "thickness" or two, 2268. Gives evidence rebutting what was stated in answer to questions (1562–6 and 1570–3), 2283–5. Not aware of a single fall of ground through carelessness in the Oakeley quarries for the last 17 years, 2285. Did not see the use of a wall in middle of disused levels, 2290. No fall from roof for the last three years, 2295.

PARK QUARRY:

Slate beds at Park described; *Kellow*, 2967, 2975, 2976, 3007. Gives details of method of working at Park; *Kellow*, 2967, 2985–2996. Enumerates the advantages of the method employed at Park; *Kellow*, 2967. Meets objections which may be raised against the method, 2977.

PARRY, JOHN, Slate Maker, Oakeley Quarries:

Complains that the men are called too early to their work, especially in winter months, 3321. Gives time of commencing and leaving off work, 3322–9. Believes eight hours a day quite enough for any man to work in the quarry, 3330–6. Thinks spring the best time of all to work at quarry, 3339. Of opinion that the hours of labour have increased here lately, 3348. Thinks the mills should be rain-proof, 3359. Complains of having to stand on a plank 10 inches wide to adjust belting when machinery is in motion, 3364. Gives instance of a fatal accident with machinery, 3365–8; and of a non-fatal one, 3368, 3369. Thinks there should be a special Act of Parliament and special inspection for quarries of North Wales, 3370, 3371. It would be desirable to have a sub-inspector to help the present inspector, 3370. It would be an improvement to have all parts of the quarry under one Act only, 3373.

PATH:

The path at Llechwedd complained of; *Hughes*, 199–207. Paths should be separate from inclines; *Hughes*, 208; *Jones*, 577–80; *Robarts*, 4016. The paths are not good enough, and gives instance at Llechwedd; *Williams*, 2013–26. The path complained of (2018–26) fairly good; *Davies*, 2373–93. No paths in some parts at Cwmorthin, but on incline; *Jones*, 2530–2, 2552–7. The evidence given concerning paths at Llechwedd corrected; *Roberts*, 3590, 3758–61. Wider and more even paths needed at Aberllefenny; *Pierce*, 4569, 4574–90.

PHTHISIS (*see under* CONSUMPTION).

PIERCE, EVAN M., Rockman, Aberllefenny:

Suggests wider and more even paths, 4569, 4574–90. Ladders good, and at an angle, 4581–3, 4591. Wants ambulance appliances at the quarry, 4569, 4592. Thinks enforcing Rule 34 Coal Mines Act would be a very good thing, 4594. Does not think ambulance classes would do any harm; they might do good, 4596–8. Not aware they have any ambulance appliances at quarry, 4601. They have a medical man and pay him 1*s.* a month, 4603–6. The medical man is practically chosen by the workmen, 4609. Majority of accidents are owing to carelessness of men themselves, 4611. Construction of cranes has been much improved during last few years, thus diminishing accidents, 4613–5. Suggests that no steps be left on side of pillar on which rubbish can settle, 4617. No eating-houses. General feeling of the men in favour of having some, 4619–23. Eight hours a day, especially underground, is quite sufficient, 4627. Thinks the men could do as much in eight hours as they can now do in 10 hours, 4632. Eight hours quite as much as a man's body can stand without suffering from it, 4633. The assistant or sub-inspector should be a man who has worked underground for 20 years, and understands Welsh, 4642–7, 4654–7. A man should work underground five or six years before having a bargain, 4652. Defines "rockman," "quarryman," and "miner," 4658–62. The men want practical quarrymen as jury on coroners' inquests, 4668, 4669. Half the jury being quarrymen would meet their case, 4670. Recommends that men should have the right to be represented at inquests, 4675. Believes the men as well as the managers should be compelled to observe the Special Rules, 4684. Knows only of one accident at Aberllefenny from fall of roof, 4688.

PILLARS:

The pillars should be wider at the bottom than at the top; *Hughes*, 296–8. Has heard no complaint of the pillars being undercut for years; *Griffiths*, 1458. The sides of the pillars are not inspected as carefully as they should be; *Griffiths*, 1509. The methods of inspecting the pillars at the Oakeley Quarry described; *Roberts*, 1771–6. The width of the pillars is left to the discretion of the manager; *Roberts*, 1913–21; *Roberts*, 3859–61; *Robarts*, 4109. The danger of the pillars increases with their vertical depth; *Owen*, 2168. The pillars were cut down at Cwmorthin after the chambers were worked out; *Jones*, 2529, 2583. The men got permission from the agents to cut them down; *Jones*, 2569, 2570, 2619. There are not more than two or three pillars at Cwmorthin which have not been undercut; *Jones*, 2584. Gives instance of a pillar cut down to a width of 4 yards; *Jones*, 2735–7. Would approve of special man to inspect the pillars; *Jones*, 3122–5. A record of the condition of each pillar should be kept; *Hughes*, 3253. It is the duty of the surveyor to report if any pillar is undercut, and nothing of the kind is done now; *Robarts*, 4004. It would be an advantage to have the pillars cut by machinery; *Roberts*, 3611, 3612. No steps should be left on the sides of the pillars on which rubbish can stand; *Pierce*, 4617.

PNEUMONIA:

Pneumonia is a prevalent disease in the Festiniog district; *Jones*, 167. Is the most common disease among quarrymen; *Jones*, 2062. Most prevalent among those working underground; reasons given; *Evans*, 1652, 1689; *Jones*, 2062. It is often brought on by men working while suffering from a cold; *Evans*, 1663, 1664.

POWDER. *See under* EXPLOSIVES.

PRIVIES:

None underground at Llechwedd, except on old floors; *Hughes*, 337–40. The worked-out portions are largely used for privies at Votty and Bowydd; *Jones*, 628–34. There are some above ground; *Jones*, 635–37. Finds a difficulty in getting the men to use the privies; *Jones*, 639–41. He knew of none in the open parts of the Oakeley Quarry; *Owen*, 780, 781. There are some above ground but none below, at the Oakeley Quarries; *Davies*, 1035, 1036. Privies should be provided at the quarries, and the men should be compelled to use them; *Roberts*, 1052. None underground at the Oakeley Quarries, but old, disused chambers used; *Williams*, 1155–7. There are no proper privies where he works; *Roberts*, 1243, 1244.

PRIVIES—*cont.*

The privy accommodation is inadequate and filthy; *Evans*, 1648. The number of privies at the Oakeley Quarry given; *Roberts*, 1741. There are none underground; *Roberts*, 3514. He had seen none at Cwmorthin; *Jones*, 2759. Proper privies should be provided underground; *Williams*, 2960–3; *Roberts*, 3455. There are 13 in all at Llechwedd and always flushed; *Roberts*, 3589; and one underground always flushed; *Roberts*, 3913. The privies at the quarries are not looked to by the sanitary authority unless in connexion with houses; *Maybury*, 4218.

QUARRIERS:

What the term means; *Jones*, 7–9; *Jones*, 513.

QUARRYMEN:

Mortality among quarrymen compared with that of other classes (*see under* Dr. Jones). They are sober and cleanly; *Jones*, 64. Sober; *Roberts*, 1132; *Roberts*, 1939. They are highly moral and temperate; *Evans*, 1649. The term "quarryman" defined; *Pierce*, 4658.

RAILWAYS:

Arrangements of the Festiniog Railway injurious to the health of the men; *Jones*, 91, 92, 96. The time the men are kept waiting by various railways in the district given; *Jones*, 95. There is much waiting with the London and North-Western Railway some parts of the year; *Jones*, 935–6. Travelling long journeys by rail every day must be injurious to the health of the men; *Roberts*, 1052; *Evans*, 1648; *Robarts*, 4023. The Festiniog Railway discontinued using carriages without doors eight years ago; *Davies*, 1271. Men suffered in health from the old carriages; *Davies*, 1272. The present carriages are overcrowded; *Davies*, 1273–5; badly lit, badly ventilated, and dirty; *Williams*, 2123, 2124, 2129–31; *Jones*, 2828–30; *Williams*, 2869–70. The arrangement of the seats is bad; *Davies*, 1276. The men who go by rail are healthier than those who reside in the district; *Jones*, 1359–66. Dimensions of the Festiniog Railway carriage given; *Evans*, 1648. The workmen have special cheap tickets; *Williams*, 2872, 2873. Railway travelling is not injurious to the health of the men; *Williams*, 2938.

RAMMERS (*see under* TAMPERS).

REGISTRATION:

The registration is faulty; *Jones*, 7, 16. The registrars do not classify sufficiently those men employed at the quarries; *Roberts*, 1052.

ROBARTS, NATHANIEL F., Managing Director of New Welsh Slate Company, Limited:

Suggests that slate quarry managers be certificated in future, 4003. Enumerates subjects for certificate, 4003. Accidents at his quarry considerably above average, 4003. Gives causes of fatal accidents for last four years, 4003. Corrects a statement made by John Jones concerning compensation to relatives, 4003. Classifies the non-fatal accidents, 4003. Accounts for the numerous accidents at his quarry by nature of the ground, 4003. Gives rainfall at his quarry, 4004. Pillars were cut down before formation of present company, 4004. Barriers in one or two places left by old company to prevent falls from higher to lower workings efficacious, 4006–8, 4025. Men would not use a crane with pawl introduced some years ago, 4009. Men provide their own chains, and are not careful enough with them, 4009. Fuse sometimes bad, possibly kept too long, 4009. Special gang of men employed for inspecting roofs, 4013, 4034, 4073. Buys best candles, finds them the most economical, 4013. All new trucks to be steel with four bars, 4013. Only one accident on the incline for many years, 4013, 4018. Should be glad to have a hospital where he could send the men, 4013. They give the men assistance to be nursed at home, 4013. They have three barracks, which will probably be converted into cottages, 4014, 4015. Better to have paths separate from incline, 4016. Gives hours of working at his quarry, 4019–21. Thinks travelling by train daily injurious to the men, 4023. Thinks it would be an advantage if all the quarries in the district had the same Special Rules, 4032. Difficulty in enforcing rules. Only nominal fine inflicted lately in case of prosecution, 4033. Record of all inspections of roof kept since they adopted the Special Rules, 4035. Company supply chains, but do not see how often they are renewed, 4036. Their bridges have under-trusses, —no suspended ones, 4037–9. One dining-room for the lower mill; appreciated by the men, 4040–2.

ROBARTS, NATHANIEL F.—*cont.*

Wages of men, 4061, 4063, 4066. Dr. Foster's inspection is, as far as witness knows, efficient in every way, 4070. Care is taken by the managers to see that the bargains are safe, 4072–8. Does not approve of management examining every "thickness" if that means their being held responsible for causes beyond their control, 4082–4. Explains what he means by Rule 4, 4085. Prefers leaving responsibility of examining every "thickness" on manager, 4093. Thinks examining all roofs periodically by means of ladders is commercially impossible on account of expense, 4096–4100. Would not fix a minimum width for pillars, 4109. Afraid the expense of examining roof every three months would be too great, 4121–3.

ROBERTS, C. WARREN, Manager, Llechwedd Quarry:

Falls from working faces of bargain can be best prevented by the men, 3589. Falls from roof and pillars require special arrangements, 3589. Describes his proposed apparatus for examining roof and for facilitating removal of rock from unsafe roof, 3589. Crane with worm abandoned by men on account of its weight and slow action, 3589. Mentions safety crane which is being constructed, 3589. The men who use the cranes are the best inspectors of same, 3589. Describes arrangements at his quarry for inspection of cranes, &c., 3589. No accident, fatal or non-fatal, from fall from roof or pillar for last four years, 3589. Gives his opinion as to cause of "scribing," 3589. Pipes fixed at his quarry for spray when needed, 3589. There are 13 privies in all above and below ground, constantly flushed with strong flow of water, 3589. Gives analysis of drinking-water at quarry done by Evans, Sons, and Co., Liverpool, 3590. Evidence of one witness concerning paths untrue, and that of another exaggerated, 3590, 3758–61. Agrees with Mr. R. Roberts as to inquests, 3590. Corrects figures given by a previous witness as to sick pay paid to those going by train and residing at Blaenau respectively, 3590–4. Those going by rail receive more sick-pay, 3597. Describes his roof-testing apparatus, 3600. Describes the improvement in the crane, 3602–7. It would be an advantage to have the walls cut by machinery, 3611, 3612. Introduced the first telescopic ladder to the district, 3615. Hands in sketch of trolley used at his quarry, 3616. Describes what he means by "scribing," 3620–6. Not due, in his opinion, to pressure, 3627, 3628, 3644. Whinstone dykes left at Llechwedd form crossties and are an element of safety, 3655, 3661–3, 3684, 3685. Exhibits a magnesium ribbon-lamp which he uses at quarry, 3677. Electric fan next best to natural ventilation he knew of, 3691, 3692. Hands in copies of notices in force at the quarry, 3694. Uses made of electricity at his quarry, 3703–5. Believes absence of "bôn" is an element of safety in a quarry, 3655, 3656, 3715. Would not advocate electric lighting for actual working of rock, 3724. Advocates technical training in the district, 3740. Suggests laying down of true meridian lines in the district, 3740–2. Had recommended filling-up method at Honister, Cumberland, 3744–7. Certain that filling-up method can not be applied to Festiniog, 3748. Gives reasons, 3749–52. Describes the path complained of, 3762–83. Thinks the men better off now than they would be with eight hours, 3784–6. Gives particulars of hours of working at Llechwedd, 3787–95, 3823, 3824. Thinks eight hours too short at quarries, 3796. Would have no objection to eight hours if general at home and abroad, 3803. Does not think men can work eight hours without a break, 3814–6. Finds the fuse sometimes very bad, 3829, 3830. Thinks fuse may deteriorate by keeping, 3831. Has been prosecuting for breach of Special Rules; now has the men to subscribe to sick fund or go before justices, 3836–42. Thinks it would be an advantage for all to have the same Special Rules, 3844. Special Rules generally very good, 3845. Gives per-centage of deaths from accidents at Llechwedd, 3850–2. Determining width of pillars should be left to discretion of managers, 3859–61. Thinks Special Rule 48 relating to pillars excellent, 3868. Thinks it desirable that managers and assistant managers should be certificated, 3872, 3880–2. Practical knowledge specially useful to sub-managers, 3891. How his bridges are constructed, 3895. There is a special man for examining bridges, who reports, 3911–2. Privies underground, 3913. The men do not use them, 3916–7. The bargain taker is the man to examine every "thickness," 3918–21. Special man to repair machinery, 3947–51. Places found to be dangerous are directly

ROBERTS, C. WARREN—*cont.*

stopped, 3959. Large number of ambulance books in Welsh language distributed at the quarry, 3961–4. Gives particulars as to cost of fixing electric light plant, 3972, 3973, 3978, 3979. Gives loss of power by various methods in transmission, 3974. Much available water-power running waste in district every day, 3982, 3983. Uses to which electricity can be applied, 3984–6. Hospital for quarry, all expenses paid by Company, 3988–91. Readily used by men, 3994. They have arrangements to send the men to convalescent homes, 3997. Oakeley and Greaves' quarries the only two having hospitals, 3998.

ROBERTS, HUGH, Rockman, Bryneglwys:

Three out of every four accidents happen owing to carelessness of men themselves, 4366–9, 4427. Thinks workman should take care of his bargain, independent of manager, 4371–2. Thinks manager should not allow men to work in dangerous places, has not seen a manager press a man to do so, 4373–5. Inspector should be a practical man, and should visit the quarry often, 4377–8. Believes the men work as much now in five as they did formerly in six days a week, 4382–6. The men working outside are the healthier, 4390. Thinks their small allotment system would be an advantage to quarrymen generally, 4393–5, 4406. The journeymen's wages have been advanced, which has done away with the feeling that prevailed among them against the five days a week, 4411–6. Gives details respecting certain accidents, 4417–23.

ROBERTS, JOHN, Rockman and Miner, Oakeley Quarry:

Does not believe a copper rammer to be an improvement on the iron one, 3418. Does not believe the Special Rules forbid iron rammers altogether, 3419. Thinks the men should prosecute the managers when they find them do wrong, 3425. Thinks colliers more straightforward than quarrymen, 3427. Would make it a condition in the appointment of a quarry manager that he shall have worked at least five years underground, 3431–2. Objects to a sub-inspector under Government, 3433. Sub-inspector should be a man to climb up ladders to see to safety of pillars and top, 3436–9. Prefers without a wall in disused levels, unless it be a yard wide, 3448–50. Believes in an eight-hours' day, but not in the law enforcing it, 3450. Thinks privies should be provided, 3455.

ROBERTS, JOHN ELLIS, Slate Maker, Oakeley Quarries:

Thinks number of accidents would be lessened if men dress themselves in a manner suitable to their work, 1226. Suggests that proper forks be used to remove the belting from one pulley to the other, 1227. Believes slate dust to be detrimental to health of workmen, 1230–1. Water-supply good where he works, 1235. Eats at other place than eating-house on account of the way in which the men prepare tea, 1240. No proper privies where he works, 1243–4. Older men invariably wear flannel, younger men neglect it, 1246. The men are well clothed, 1247. Same shirt worn night and day for a week or a fortnight, 1248–50. Recommends proper place to change and dry wet clothes, 1252. The wheel in front of sawing table is now faced with an iron plate, 1255.

ROBERTS, MEYRICK, Manager of Bryneglwys Quarry:

Gives position of Bryneglwys Quarry and method of working; rent of houses; division of company's property in the village so that each man has land enough to keep cow or two; two barracks at quarry, cheap workmen's train Monday morning and Friday evening; men work five days a week, and earn wages equal to those working six days at other quarries, 4261. Gives working hours, 4265–71. Hands in wages book, 4272. Slate makers work at quarry from boyhood, rockmen as a rule are promoted from among labourers, 4276–9. Gives particulars as to accidents at his quarry, 4283–95, 4299–303, 4356–8. Thinks men do nearly as much work in five days as they formerly did in six days, 4297. No periodical inspection, unless they think a place is dangerous, 4303–8. Thinks filling-up method impracticable, 4314–9. Gives details as to men's wages, 4326–36. The men are satisfied with present arrangements, 4337. Practical men with long ladders go to

ROBERTS, MEYRICK—*cont.*

inspect dangerous places, 4341. Never had any accident with explosives, 4342. Thinks the men themselves ought to see to the safety of the top, 4346–8. Could point to none of the men suffering from want of the necessaries of life, 4355.

ROBERTS, MICHAEL, Manager of Aberllefenny Quarry:

As a general rule he finds more danger in a place than the workmen themselves do, 4480. Gives particulars of fatal accident from explosives, 4483–6. Particulars of fatal accident from fall of ground, 4492–4. Makes periodical inspections, 4495–502. Inspection of places out of reach carried on by means of torch lights, lamps, and ladders, 4507–10. Filling-up method quite impracticable at Aberllefenny, 4526–8. Does not think men can do as much work in five days as they can do in six, 4531. Gives particulars of working hours at his quarry, 4534–51.

ROBERTS, ROBERT, J.P., Physician and Surgeon:

Inhalation of dust, smoke, &c. must have deleterious effect on health of quarrymen, 1052, 1075, 1100–2, 1135. Slate dust gives rise to irritation; men complain of lassitude and thirst, 1052. Registrars in the district do not classify deaths with sufficient accuracy, 1052. Enumerates diseases from which quarrymen suffer, and circumstances which render them liable to such, 1052. Desirable that place for drying clothes be provided at quarry, 1052. The men are generally well clothed, 1052. Men wear flannel unchanged for too long a period, 1052–5. Ablutions sadly neglected, 1052. Railway travelling injurious to the men, 1052. Too much tea drinking 1052. Recommends sandwich and tea at quarry, and dinner in the evening, 1052, 1116, 1117. Houses satisfactory but foundations damp, only few having damp courses, 1052. Recommends sanitary accommodation at quarries and means of compelling men to use the same, 1052. Recommends fine spray to lay down dust, 1052. Suggests respirators or artificial moustache, 1052. Accidents materially reduced since introduction of Metalliferous Mines Act, 1052. Most common accidents enumerated, 1052. Expresses opinion that the course prescribed by the St. John Ambulance Association is too extensive, 1052, 1083, 1084. Thinks men ought to avail themselves more of hospital accommodation and trained nurses, 1052. Barracks are close and overcrowded, 1059. Describes system of medical attendance on the men and their families, 1062, 1063, 1086–8. Nursing is very backward in the district, 1066. States what Mrs. Greaves did to support cooking-classes, and doubts if county council cooking-classes get proper support, 1069. Want of thrift among quarrymen's wives, 1071. No post-mortem performed to absolutely prove injurious effect of dust, 1076. Quantity of dust about the same in mills and old sheds, 1080. Had delivered lectures in connexion with the St. John Ambulance Association, 1081. The men have clubs to provide for accident and illness, 1092. Gain to science to examine lung of quarryman who died of phthisis, 1094. Classes slate quarryman's occupation with that of miller, 1104. Inhalation of slate dust cannot develop into pneumonia, 1109–10. Thinks occupation of agricultural labourer healthier than that of quarryman, 1113–4. Quarryman to avoid effect of dust should keep his mouth shut and breathe through nostrils, 1124. Quarrymen as a class are sober, 1132. Refuses to certify weakly boys for admission to the quarries, 1137.

ROBERTS, ROBERT, Manager, Oakeley Quarries:

Nearly half quarrymen of Merioneth employed in the Oakeley Quarries, 1740. Frequent inspection should be made by management and workmen, 1741. Special attention should be paid to Rules 48, 82, 83, and 85. Thinks it impossible to stop falls altogether, 1741. Sixty per cent. of the mountain is removed in mining, 1741. Of opinion that no better method can be employed to meet the circumstances than that employed at Festiniog, 1741. Pressure of mountain above tends to bring about "scribing," 1741. Suggests that the various inspections should be merged into one under the Metalliferous Mines Regulation Act, 1741. Special Rule 73, in his opinion, should be modified, 1741. Gives extent of workings at the Oakeley Quarries, 1741. Gives table of accidents for the last three years, 1741. Expresses opinion that slate quarry managers should be allowed to attend inquests, &c., 1741, 1760–63. Workmen meeting with accidents are admitted to the hospital free of charge, 1741. Welsh and English notices posted up *re* inclines, 1741. Special Rules are much better observed than formerly, 1741, 1897, 1899. Gives list of fines inflicted for non-observance of Special Rules, 1741. The fine money divided among the widows of persons killed at quarry, 1741. Believes all managers in future should be certificated, 1741, 1908, 1910. All boilers are insured, 1741, 1764, 1766. Gives number of eating-houses at the quarry, 1741. Drying clothes not allowed in eating-houses, 1741. Gives number of privies at quarry, 1741. Sufficient supply of drinking-water easily accessible, 1742, 1743. No bad smells in working places, 1747, 3516. All Special Rules qualified by the expression "What is reasonably practicable," 1751. "Platform" defined, 1754–6. "Scribing" increases with depth, 1759, 1857. Thinks that section 48, sub-sec. 8, of Coal Mines Act should be made applicable to slate quarries, 1761–3. There is as much eating accommodation as the men wish for, 1768, 1769. Describes method employed for inspecting roofs and pillars, 1771–6. Hands in account showing cost of securing roof of one chamber, 1777. Considers bridges with trusses the best, 1788. He would sooner work in dust than in damp caused by using spray, 1794. Special Rules are adequate, 1795; are uncommonly good, 1883. Gives Mr. W. H. Barlow's estimate of resistance of slate to pressure, 1819. Can suggest no better light than that of a candle to work by at reasonable cost, 1868–70. The water is more or less piped all the way from reservoir, 1872. Men were recommended to boil the water (*vide* 1339) in season of drought, 1873, 3513. Recommends that same Special Rules be in force in all quarries, 1882. Present Special Rules provide for examining every thickness, 1888. Special official not necessary, as Rule 85 meets the case, 1889–96. Width of walls is left to discretion of management, 1913–21. He would include practical experience in qualification of a manager, 1930. He never sent witness to attend inquest except at request of police officer, 1930 Does not think appointment of sub-inspector with practical knowledge would conduce to safety of men, 1933. Defects in diet and clothing, in his opinion, are not due to the men not being paid enough, 1938. Considers the workmen a very sober class, 1939. Any want of proper clothing must be due to want of thrift at home, 1940, 1941. Gives rebutting evidence *re* drinking water, 3513. Hands in analysis of water by Dr. Stevenson, of Guy's Hospital, 3513. Explains what had been done in way of privy accommodation in the pit, 3513. Hands in table of rainfall, 3513. No privies underground, 3514. Explains why officials got drinking-water from other source than that used by men, 3522–3. Gives details as to source of drinking-water, 3526–31. Several of his under-agents are able to do some dialling, 3537, 3538. Thinks he has power to fine men for breaking Special Rules, 3541–3. Mr. Robarts paid expenses of some Cwmorthin men at hospital, 3544–5. Thinks present hours of working reasonable, 3547. Gives particulars *re* working hours, 3547–84.

ROBERTS, ROBERT, Rockman, New Welsh Slate Quarry:

Many crane accidents occur owing to wood used under blocks being too thin and weak, 3017. Suggests that proper pieces of wood be supplied to the men, 3018–23. Handles of cranes should fit tightly, 3024–5. Suggests that trolleys should have two or four cross bars instead of three, 3025–30. Recommends rakes to clear rubbish from under blocks, 3031–38. Complains that bad fuse are sometimes supplied, 3039–57. Complains of candles with bad smell, 3058–61. Recommends that one man be set aside at quarry to inspect ladders, ropes, &c., 3062–65. Every man who leaves anything dangerous in side of pillar should be fined, 3096. Does not think the men like walls in disused levels, he has seen them pulled down, 3101.

ROCKMEN:

What the term "rockmen" includes; *Jones*, 11; *Pierce*, 4658, 4662. Incompetent men become rockmen; *Hughes*, 315, 316, 318, 319. Rockmen are generally taken from among those who follow the waggon; *Jones*, 511, *Williams*, 1179. Those who have been first working as slate makers make the best rockmen; *Jones*, 511; *Griffiths*, 1596. Dangers of rockmen; *Jones*, 803. A man will become a competent rockman in two or three years; *Jones*, 902; *Williams*, 1181; in four or five, *Griffiths*, 1596; in three or four, *Griffith*, 2328; in three to five, *Jones*, 3117. A rockman

ROCKMEN—*cont.*

should first have had experience at slate making in the mill, *Williams*, 1967–71, 1975–9. A man should be a rockman for five or six years before he should be entrusted with a bargain: *Pierce*, 4652.

ROOF:

The roof is generally examined by the managers before the workmen leave it; *Owen*, 446. The roof at Votty and Bowydd is examined by means of big lamp or paraffin oil on cotton waste; *Jones*, 491. Sounding with hammer is not always sufficient to test safety of roof; *Jones*, 572–575; *Davies*, 983. Sounding with hammer is sufficient; *Jones*, 894. The method of inspecting the roof at the Oakeley Quarry described; *Roberts*, 1771–6. The cost of securing the roof of one chamber given; *Roberts*, 1777. The roof should be examined periodically; *Williams*, 2146. No accident through fall from roof at the Oakeley Quarry for the last three years; *Owen*, 2295. Roof-testing apparatus described; *Roberts*, 3600. To examine the roof with ladders periodically is commercially impossible on account of the expense; *Robarts*, 4096–4100. There has been only one accident at Aberllefenny from fall of roof; *Pierce*, 4688.

RUSSELL, ELEANOR H., Cooking Instructress at the Festiniog Board Schools:

Describes the course of instruction in the cooking classes, 4132. It would be a great improvement if there were classes to teach nursing and cooking for invalids, 4132, 4148. Most of the children get no proper bath, 4132. Suggests that a large room be fitted up as kitchen where girls can be taught cooking and other household duties, 4132, 4150. Gives the classes taking cooking and time given to it, 4133–7. No hygiene taught at the Festiniog schools, 4139. Cookery lessons have already borne good fruit, 4143. Recommends hygiene should be taught, 4150, 4158 Girls take an interest in cooking, 4171.

SCRIBING:

A "scribe" defined: *Griffiths*, 1424; *Roberts*, 3620–6. The rock is most liable to scribe at great depth; *Griffiths*, 1441–3; *Morris*, 1613. He ascribes "scribing" to pressure; *Morris*, 1612–22. "Scribing" is brought about by the pressure of the mountain above; *Roberts*, 1471. It increases with the depth; *Roberts*, 1759, 1857. Gives his opinion as to cause of "scribing"; *Roberts*, 3589, 3627, 3628, 3644.

SPECIAL RULES:

The men are not well-informed respecting them; *Hughes*, 223. Some of them may well be omitted; *Hughes*, 229. Rule 73 is impracticable; *Hughes*, 230–4; *Owen*, 2204. The Special Rules conduce to the saving of life; *Hughes*, 285. He approves of them; *Owen*, 404. They should be the same for all quarries; *Jones*, 456–78; *Jones*, 1400; *Roberts*, 1882; *Owen*, 2207; *Jones*, 2463; *Roberts*, 3844; *Robarts*, 4032. He can suggest no improvement in the Special Rules; *Owen*, 775. Officials prosecute the men for breaking them; *Owen*, 779. They are strictly observed at the Oakeley Quarry by managers and men; *Jones*, 872. He thinks them the best possible rules for the men; *Jones*, 953. They cannot be possibly observed under certain circumstances; *Jones*, 955, 956. They are too exacting in some respects; *Williams*, 1159. Complains of Rules 1165–71; *Williams*, 1166, 1171, 1172. They are very strict and very good; *Davies*, 1279. They should be revised, and the men should have a hand in the revision; *Jones*, 1398. Rule 46 is too indefinite; *Griffiths*, 1491, 1492, 1593–5. They should be improved; *Griffiths*, 1592. Special attention should be paid to Rules 48, 82, 83, and 85; *Roberts*, 1741. Rule 73 should be modified, *Roberts*, 1741; *Williams*, 2111. The Special Rules are being much better observed than formerly; *Roberts*, 1741, 1897–9. Fines are inflicted for non-observance of the Special Rules; *Roberts*, 1741. All the rules, he thinks, are qualified by the expression "What is "reasonably practicable"; *Roberts*, 1751. They are adequate and uncommonly good; *Roberts*, 1798, 1883. He thinks he has power to fine the men for breaking the rules; *Roberts*, 3541–3. He complains of Rules 61 and 73; *Williams*, 2112–21. They are sufficient; *Owen*, 2176. He finds no particular difficulty in observing the Special Rules; *Griffith*, 2325. Some are not applicable to slate quarries; *Davies*, 2355–8. Rule 61 is impracticable; *Davies*, 2372. More rules about ropes and chains necessary; *Owen*, 2410. He finds it difficult always to comply with them; *Jones*, 2490. He never read the Special Rules though he knew he had to obey

SPECIAL RULES—*cont.*

them; *Jones*, 2726–30. The Special Rules do not forbid using an iron rammer altogether; *Roberts*, 3419. Complains of Rule 61; *Davies*, 3464–71. He has been prosecuting for breach of Special Rules, now he makes the men subscribe to the sick fund or go before the justices; *Roberts*, 3836–42. They are generally very good; *Roberts*, 3845. Rule 48 relating to pillars is excellent; *Roberts*, 3868. Explains how he understands Rule 4; *Robarts*, 4085.

SUB-INSPECTOR (*see under* INSPECTOR).

TAMPERS (RAMMERS):

There are brass tampers used everywhere as far as he knows; *Jones*, 957. Copper tampers are used for first tamping only; *Davies*, 2367. He has used iron-rammer though he knew it to be illegal; *Jones*, 2535–7. He does not think wooden tamper necessary when gunpowder is employed; *Williams*, 2888. Copper tampers are more convenient than wooden ones; *Williams*, 2897. He does not believe a copper tamper is an improvement on the iron one; *Roberts*, 3418.

TEA:

Tea and bread and butter are taken too often, leading to want of stamina; *Jones*, 64. Bad preparation of tea leads to nervous debility; *Jones*, 181–3. Preparation of tea at quarry described; *Owen*, 729–32, 739, 740. There is too much tea drinking; *Roberts*, 1052; *Ellis*, 4755. Too much drinking of badly infused tea; *Evans*, 1710. She is against excess of tea drinking; *Ellis*, 4786.

TEMPERATURE:

The man who works above ground has to contend more with variations of temperature than the man who works underground; *Jones*, 62–4. The temperature underground is more even than above ground; *Williams*, 2861.

THICKNESS:

He wants an official to examine each thickness; *Davies*, 1026. Responsibility of examining every thickness should be placed on the management; *Griffiths*, 1493–1502; *Jones*, 2446, 2447; *Jones*, 2648, 2689–94. He does not approve of the management examining every thickness; *Williams*, 2908, 2909. The examination of every thickness should be carried on by the bargain taker; *Roberts*, 3918–21. He does not approve of the management examining every thickness, and gives reasons; *Robarts*, 4082–4.

THOMAS:

Statement handed in after the meeting at Corris; *Thomas*, page 134.

TREGLOWN:

Statement concerning the possibility of using channelling machines at Festiniog, page 135.

VENTILATORS:

It would be an improvement to have ventilators in top of mill; *Jones*, 153, 154. The ventilation for the miners is good at Votty and Bowydd; *Jones*, 676–8. The mills are ventilated only through the doorways; *Williams*, 2033–5. Recommends ventilators in roof of mill; *Jones*, 2428–30. Recommends revolving ventilators in roof of mill; *Jones*, 2809. Ventilation by electric fan is the next best to natural ventilation; *Roberts*, 3691, 3692. Ventilation of houses of is much neglected; *Ellis*, 4752.

WAGES:

The wages at Cwmorthin; *Robarts*, 4061, 4063–6; at Bryneglwys; *Roberts*, 4326–36. The wages, of journeymen at Bryneglwys have been advanced to make up for the sixth day; *Roberts*, 4411–16. Recommends paying wages weekly; *Ellis*, 4752.

WALLS. (*See also under* PILLARS.)

Walls should be erected in the middle of disused levels; *Griffiths*, 1574–80; *Williams*, 2146; *Owen*, 2405; *Jones*, 2438, 2439. He does not see the use of walls in disused levels; *Owen*, 2290. He does not think the men like the walls, they pull them down; *Roberts*, 3101. Walls in disused levels are built at Maenofferen; *Hughes*, 3269. He prefers without a wall unless it is a yard wide; *Roberts*, 3448–50.

WATER:

There is no pollution of drinking-water by quarry drainage; *Jones*, 116, 118, 120–22. Water may lay down dust in the mills; *Jones*, 170, 171; *Davies*, 1288. The water for drinking is very pure underground at Votty and Bowydd; *Jones*, 649–55. The drinking-water at the Oakeley Quarry is good; *Owen*, 789, 790. There is a good supply of drinking-water where he works: *Roberts*, 1235. Complains of the drinking-water at the Oakeley Quarry; *Jones*, 1339–51. Suggests dams to prevent the water from trickling down the forebreast; *Morris*, 1628–35. There is a danger of polluting the drinking-water at the quarries; *Evans*, 1648. He attributes numerous cases of English cholera in summer to the drinking of impure water; *Evans*, 1649. Two cases of typhoid fever attributed to drinking impure water at the quarry; *Evans* 1656, 1690. The drinking-water supply is sufficient; *Roberts*, 1742–3. The water at the Oakeley Quarry is more or less piped all the way from the reservoir; *Roberts*, 1872. The men were recommended to boil the water during a season of drought; *Roberts*, 1873, 3513. Gives rebutting evidence respecting the drinking-water at the Oakeley Quarry, 3513. Analysis of the Oakeley Quarry water handed in; *Roberts*. 3513. Analysis of Llechwedd water handed in; *Roberts*, 3590. There are dams at Maenofferen to stop the water down the forebreast; *Hughes*, 3273. Some hundreds of horse-power of water running waste daily at Festiniog; *Roberts*, 3982, 3983.

WILSON, ANNE, Assistant Mistress at the Festiniog Girls' Higher Grade School:

Describes what is being done with cooking in day and evening classes, 4176. Gives certain recipes for making soups and the cost, 4176. Women should be taught soup-making, 4176. Suggests the engagement of trained nurses, as well as the teaching of sick-room cookery and treatment of simple diseases, 4176. Domestic economy, including hygiene, is being taught in school, 4178–80. Cookery lessons have been given for about 14 years, 4186. All children she knows of have a bath once a week, 4187. Gives number and ages of pupils attending evening classes, 4190–94.

WILLIAMS, DAVID G., Slate Maker and Rockman, formerly at Llechwedd:

Recommends that no work be commenced in any chamber unless it has been inspected and found to be safe, 1947, 1948. That no chamber which has been stopped on account of danger should be worked again until it has been inspected and found to be safe, 1947, 1948. Galleries should not be too narrow, 1947, 1948, 1950–2. Sheds should be properly roofed and ventilated, and there should be a safe place for putting belts on pulleys, 1948, 1988. Men should have few years' experience in mill before going to work underground, 1967–71, 1975–9. Thinks a man should begin young in order to understand the work, 1982. There should be some provision for protecting the men who come forward to give evidence at inquests, 1989, 1990. Refers to case where a person was said to have suffered for giving evidence, 1991–8. Principal witnesses at inquests are interfered with by the authorities, 1999–2002. Jury should be men acquainted with the occupation of deceased, 2003. Suggests that the quarrymen should have the right to be represented on inquests as in a coal mine, 2004–10. The roads to be used by the men going to and returning from work are not good enough; gives an instance, 2013–26. Knows of no system of inspecting the rocks at the quarry, 2031.

WILLIAMS, DAVID G.—*cont.*

Only ventilation of sheds is through doorway, 2033–5. Doors at the dressing machines would be an improvement, 2036, 2037. It would be an improvement to have the sheds under one inspector only—the Inspector of Mines, 2041–3. Thinks Dr. Le Neve Foster should be assisted by a man having practical knowledge, 2047. Would be satisfied if half the jury would be practical men, 2050, 2051.

WILLIAMS, OWEN FRANCIS, Slate Maker, Bryneglwys:

Does not suffer in health or convenience from slate dust, 4446–8. The mill is only middling rain proof, 4455. Men eat in weigh-house and joiners' shop, 4457, 4458. Thinks it wise for men to have two suits of clothes—one to leave at the quarry, 4465.

WILLIAMS, WILLIAM, Rockman, Oakeley Quarries:

Some Special Rules want modifying, 2111. Complains of Rule 73, 2112–5. Complains of Rule 61, 2116–21. Suggests same inspector for quarries above and below ground, 2122. Festiniog Railway carriages too small, badly ventilated, and dirty, 2123–4. Carriages lit only with candles carried by the men, 2129–31. Morning and evening arrangements convenient, but not the mid-day ones, 2132–5. Recommends building walls in disused levels, 2146. Roof should be examined periodically, 2146. Record should be kept of every place inspected, 2153. Inspection of roof and walls once every six months recommended, 2158.

WILLIAMS, WILLIAM, Rockman, New Welsh Slate Quarry:

Considers falls from roof, pillars, and forebreast the principal dangers, 2857. Thinks workman underground has the advantage of an even temperature, 2861. Does not think any special provision for drying the men's clothes necessary, 2863. Festiniog Railway carriages overcrowded, 2869–70. Workmen have special cheap tickets, 2872–3. Does not think wooden rammer necessary when gunpowder is employed for blasting, 2888. Copper tampers would be more convenient than wooden ones, 2897. Does not approve of management inspecting every "thickness," it can be best done by the men themselves, 2908–9. The company should be held responsible for safety of rock before it goes out of reach, 2915. Produces figures to prove that travelling by train night and morning is not injurious to health of men, 2938. Men dry their clothes round the boilers underground, 2954–9. Wants proper privies provided underground, 2960–3.

WILLIAMS, W. C., Rockman, Oakeley Quarries:

Only few privies at Oakeley quarries, 1154. None underground but old disused chambers, 1155–7. Special Rules too exacting in some respects, 1159. Complains of rules relating to explosives, 1165–72. Rockmen generally taken from among men who follow the waggon, 1179. Fresh men taken on rock are for two or three years under care of experienced men before they have charge of a bargain, 1181. Considers the bargain taker responsible for keeping his bargain safe, 1183. Knows of accidents which have happened through taking light too near the powder-keg 1189. Accidents through men falling from floor to floor greatly decreased of late years, 1196. Approves of appointment of man by employers to examine the sides before they go out of reach 1202–3. Bridges are better fenced, and old "benches" are done away with, 1208–10.

REPORT

OF THE

INTERDEPARTMENTAL COMMITTEE

ON

RIOTS

APPOINTED BY THE

HOME SECRETARY.

May 1894.

Presented to both Houses of Parliament by Command of Her Majesty.

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WARRANT OF APPOINTMENT.

To

SIR GODFREY LUSHINGTON, K.C.B., Permanent Under Secretary of State for the Home Department;

SIR JOHN BRIDGE, Chief Magistrate of the Metropolitan Police Courts;

COLONEL COLERIDGE GROVE, C.B., Assistant Adjutant-General to the Forces;

LIEUTENANT-COLONEL HENRY MARTIN MOORSOM, Chief Constable of the County of Lancaster; and

JOHN LLOYD WHARTON, ESQ., M.P., Chairman of Quarter Sessions for the County of Durham.

I, the Right Honourable Herbert Henry Asquith, one of Her Majesty's Principal Secretaries of State, hereby appoint you to be a Committee for the purpose of inquiring into the precautions to be taken in the case of riots or apprehended riots; and into the several and relative responsibilities of the civil and military authorities in cases of riot.

And I appoint you, Sir John Bridge, to be Chairman of the said Committee.

H. H. ASQUITH.

Whitehall,
7th May 1894.

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REPORT.

1. Pursuant to the reference made to us by the Secretary of State, we have carefully inquired into the best means of calling for and obtaining the assistance of the military in cases of riots and apprehended riots; and into the responsibilities of the civil magistrate, and of the officer commanding the troops, when in the presence of a riot or apprehended riot.

2. We have not thought it necessary to examine witnesses, as there was no difference of opinion among the members of the Committee on the various matters upon which we have thought it our duty to report.

3. We beg to report as follows:—

The most important principle, which must always be borne in mind in dealing with the matters referred to us is, that the calling out of the military to aid in the suppression of rioting should never be resorted to except as a last expedient when there is serious ground for believing that the resources of the civil power will be insufficient; and on this account every possible arrangement should be made beforehand to enable the civil authorities to cope with rioters by means of the constabulary alone. For the first duty of responsible local authorities where there is danger of serious disorder is to prevent it breaking out; the second is, if such disorder arises, to suppress it promptly and effectually, with the exercise of no more actual force than is necessary.

General precautions.

Owing to various circumstances, some counties are more liable than others to become the scene of disturbances. In a county where such danger is not improbable, it is expedient that certain general precautions should be taken in order that, in the event of an outbreak arising, the authorities may be in a position to deal with it effectually.

(i.) The Police Act, 1890, section 25, makes ample provision for the borrowing of additional constables by the police authorities of districts in which reinforcement may be required; but in order to avoid delay when the necessity for action has arisen, the police authorities of districts likely to become the scene of disturbances would do well to consider whether it might not be expedient for them to utilise in advance the powers conferred by that Act to have standing agreements for procuring assistance from other police forces, or to delegate their powers in this respect to the Chief Constable.

(ii.) In such counties also, it would be convenient that at the January Quarter Sessions in each year the justices should establish, or revise when already established, a *rota* of magistrates who should hold themselves in readiness to accompany the troops should military force be necessary.

(iii.) Prints of the Proclamation under the Riot Act should be prepared in a convenient form and kept by the Clerk of the Standing Joint Committee, the Clerks of Petty Sessional Divisions, and the Chief Constable, so as to be readily available.

When riot is apprehended.

4. Passing now to the consideration of the proceedings to be adopted when riot is actually impending, we would point out that it is impossible to make rules applicable to all the cases which might arise, with their various contingencies. We therefore beg to give the steps which should, in our opinion, be regarded as the normal practice, and which would be modified by the discretion of the authorities when particular circumstances required it.

Police.

5. The Chief Constable, besides making arrangements for the disposition of his own constables, will consider whether it will be advisable to borrow from other forces, and if so, what arrangements will be necessary for the

purpose; and in making such arrangements he will provide, if possible, that the force at his disposal be sufficiently strong to make resistance clearly useless. He will also consider whether it is likely that military assistance will be required. He will acquaint the Chairman of the Petty Sessional Division concerned with the places where application will have to be made for military aid should it become necessary. The Chairman will see that a *rota* of magistrates ready to attend the troops is established, or an existing *rota* revised; the postal and telegraphic addresses of each magistrate being carefully noted. The Clerk of the Petty Sessional Division will furnish each of such magistrates with a print of the Proclamation under the Riot Act, and spare prints will be kept by both the Clerk and the Chief Constable.

Troops.

6. When a county magistrate has, from information received from the police or other reliable source, come to the conclusion that there has arisen such a disturbance of the peace, or apprehension of rioting, as to render it necessary that a military force should be procured to assist the civil force in the preservation of the peace, he should cause a requisition to be made to the officer commanding the district through the Chief Constable.

7. The Chief Constable, if he is of opinion that no police arrangements which can be made will render it possible to dispense with military assistance, will immediately forward the requisition to the proper military authorities, stating the number and composition of the troops which are required, describing precisely the place to which they should be sent, and naming the railway station nearest to that place. Thereupon, the military authorities will arrange for the despatch of troops to that station, and inform the Chief Constable of the time at which the troops may be expected to arrive.

8. If, however, the magistrate should think the emergency so pressing that a direct requisition to the military authorities is imperative, he will be justified in making the requisition direct, and should then himself take the steps the Chief Constable would have to take if the magistrate's requisition had been made through him, and should communicate all the steps he has taken to the Chief Constable in the quickest manner possible.

9. The Chief Constable will make arrangements for meeting the immediate necessities of the troops in respect of accommodation, food, and other requirements.

10. The Chief Constable will also make arrangements for the troops to be met at the station, and conducted to the place where their assistance is required.

Magistrate.

11. The Chief Constable will also arrange that a magistrate shall meet the troops either at the station or at some convenient place on the way from the station to the scene of the riot or apprehended riot, and that the magistrate shall be furnished with a print of the Proclamation under the Riot Act.

12. When the scene of any apprehended disturbance is so near to the boundary of two neighbouring counties or of a borough contiguous to a county that any riot may surge from one to the other, it will be necessary for the Chief Constable to secure the assistance of a magistrate of each jurisdiction, and for this purpose he should communicate immediately with the Chief Officer of Police of the other jurisdiction.

13. If it is probable that the troops for which a requisition has been made will be divided so as to act in different places, there should be an additional magistrate or magistrates in attendance, so that one may be ready to accompany each division of the troops.

14. But in any case where there are more magistrates than one present, one only should act with the officer commanding.

15. When the magistrate has met the troops the officer commanding will consult with him and with the officer commanding the police; and will decide as to the disposition of the troops so that they may be available if necessary.

16. The magistrate will accompany the troops, and remain as near the officer in command as he reasonably can.

17. In the event of the disturbance amounting to a riot, if the magistrate and military are both present, it will be the duty of the magistrate in the first place, if circumstances permit it, and it has not already been done, to make or cause to be made the Proclamation under the Riot Act, having first, with a loud voice commanded, or caused to be commanded, "Silence while Proclamation is making;" and he will also call upon everybody present to assist him in the suppression of the riot. Riot.

18. The reading of the Proclamation under the Riot Act is important both as operating as a distinct warning to the crowd and as involving the legal consequence that those not dispersing within one hour are guilty of felony; but it must be clearly understood that to justify the exercise of military force in the prevention of serious outrage and damage to persons or property it is not necessary to wait for the Proclamation being read, much less to wait till one hour has expired after it has been read. The time when the Proclamation was read should be carefully noted by the magistrate.

19. If the magistrate comes to the conclusion that the police are unable to cope with the riot and that the necessity of the case demands the interference of the military by action, then, whether the Riot Act has been read or not, it will be his duty at once to request the officer commanding the troops "to take action." This request should be made distinctly, and if possible, in writing, although if given by word of mouth it will be sufficient.

20. When so requested to "take action" it will be the duty of the officer to take such military steps as in his opinion the situation demands, and in doing so he will have absolute discretion as to the action to be taken and as to the arms, including firearms, which the troops shall use, and as to the orders he shall give, including the order to fire. But it must be clearly understood that the magistrate and the officer will each be responsible respectively for anything done or ordered by them which is not justified by the circumstances of the case.

21. If the officer thinks it unnecessary to take immediate action it is not obligatory upon him to do so, nor is he to continue any action longer than he thinks it absolutely necessary.

22. The magistrate and the troops will both remain in the place of disturbance until it is decided by the magistrate and the officer commanding that they can withdraw with safety.

23. The statement above given of the duties of the military refers to the normal case where the military are present in consequence of an application made to them by the civil authorities; and the occasions when an officer would be justified in taking action without having received such application must be very rare. It is, however, possible for extraordinary cases to arise of immediate and pressing danger—when violent crimes are being or are likely to be committed—which in the opinion of the officer demand his immediate interference. In these emergencies the officer should take such action as he thinks necessary, although he has received no direction from a magistrate, whether the absence of such direction arises from the absence of a magistrate or any other cause.

24. We may here explain that the reasons why we attach importance to the requisitions for military assistance going through the Chief Constable are, firstly, that as the military are not to be called in unless their services are absolutely necessary, the Chief Constable, who has the disposal of the police force, should have an opportunity of deciding whether by a fresh disposal of the constabulary it may not be possible to dispense with assistance from the military. Secondly, if a considerable area is in a disturbed condition, it is likely that the need of military help may be felt in more places than one at the same time. The General in command of the District who is at a distance, and not familiar with the several localities, will have no means of forming a judgment as to which of the competing applications is the more important and should receive precedence: whereas the Chief Constable will have no such difficulty. And, lastly, it is expedient that the Chief Constable whose force will have to act in concert with the officer in command of the troops should be consulted from the very first.

Boroughs.

25. It must be borne in mind throughout that the suggestions made herein with reference to magistrates and Chief Constables in counties will apply substantially to boroughs and cities, *mutatis mutandis*. In a borough the requisition should be made by the Mayor, and not by any other magistrate except in cases of grave emergency, and the duties which in a county belong to the Chief Constable and the County Magistrate would be discharged by the Watch Committee and the Mayor.

26. We would suggest that the Queen's Regulations should be revised so as to bring them into accordance with the recommendations which we have submitted.

27. We append hereto some extracts from the Report in the Featherstone Inquiry, which may be useful to all upon whom duties are thrown in case of riot.

JOHN BRIDGE.
GODFREY LUSHINGTON.
C. GROVE.
H. M. MOORSOM.
JOHN L. WHARTON.

Whitehall,
13th November 1894.

W. P. Byrne,
Secretary.

Appendix.

By the law of this country everyone is bound to aid in the suppression of riotous assemblages. The degree of force, however, which may lawfully be used in their suppression depends on the nature of each riot, for the force used must always be moderated and proportioned to the circumstances of the case and to the end to be attained.

The taking of life can only be justified (a) *by the necessity for protecting persons or property against various forms of violent crime, or* (b) *by the necessity of dispersing a riotous crowd which is dangerous unless dispersed, or* (c) *in the case of persons whose conduct has become felonious through disobedience to the provisions of the Riot Act, and who resist the attempt to disperse or apprehend them. The riotous crowd at the Ackton Hall Colliery was one whose danger consisted in its manifest design violently to set fire and do serious damage to the colliery property, and in pursuit of that object to assault those upon the colliery premises. It was a crowd accordingly which threatened serious outrage, amounting to felony, to property and persons, and it became the duty of all peaceable subjects to assist in preventing this. The necessary prevention of such outrage on person and property justifies the guardians of the peace in the employment against a riotous crowd of even deadly weapons.*

Officers and soldiers are under no special privileges and subject to no special responsibilities as regards this principle of the law. A soldier for the purpose of establishing civil order is only a citizen armed in a particular manner. He cannot because he is a soldier excuse himself if without necessity he takes human life. The duty of magistrates and peace officers to summon or to abstain from summoning the assistance of the military depends in like manner on the necessities of the case. A soldier can only act by using his arms. The weapons he carries are deadly. They cannot be employed at all without danger to life and limb, and in these days of improved rifles and perfected ammunition, without some risk of injuring distant and possibly innocent bystanders. To call for assistance against rioters from those who can only interpose under such grave conditions ought, of course, to be the last expedient of the civil authorities. But when the call for help is made, and a necessity for assistance from the military has arisen, to refuse such assistance is in law a misdemeanor.

The whole action of the military when once called in ought, from first to last, to be based on the principle of doing, and doing without fear, that which is absolutely necessary to prevent serious crime, and of exercising all care and skill with regard to what is done. No set of rules exists which governs every instance or defines beforehand every contingency that may arise. One salutary practice is that a magistrate should accompany the troops. The presence of a magistrate on such occasions, although not a legal obligation, is a matter of the highest importance. The military come, it may be, from a distance. They know nothing, probably, of the locality, or of the special circumstances. They find themselves introduced suddenly on a field of action, and they need the counsel of the local justice, who is presnmably familiar with the details of the case. But, although the magistrate's presence is of the highest value and moment, his absence does not alter the duty of the soldier, nor ought it to paralyse his conduct, but only to render him doubly careful as to the proper steps to be taken. No officer is justified by English law in standing by and allowing felonious outrage to be committed merely because of a magistrate's absence.

With the above doctrines of English law the Riot Act does not interfere. Its effect is only to make the failure of a crowd to disperse for a whole hour after the proclamation has been read a felony; and on this ground to afford a statutory justification for dispersing a felonious assemblage, even at the risk of taking life. In the case of the Ackton Hall Colliery, an hour had not elapsed after what is popularly called the reading of the Riot Act, before the military fired. No justification for their firing can therefore be rested on the provisions of the Riot Act itself, the further consideration of which may indeed be here dismissed from the case. But the fact that an hour had not expired since its reading did not incapacitate the troops from acting when outrage had to be prevented. All their common law duty as citizens and soldiers remained in full force. The justification of Captain Barker and his men must stand or fall entirely by the common law. Was what they did necessary, and no more than was necessary, to put a stop to or prevent felonious crime? In doing it did they exercise all ordinary skill and caution, so as to do no more harm than could be reasonably avoided?

ROYAL COMMISSION ON TUBERCULOSIS.

REPORT

OF THE

ROYAL COMMISSION

APPOINTED TO INQUIRE INTO

THE EFFECT OF FOOD DERIVED FROM TUBERCULOUS ANIMALS

ON

HUMAN HEALTH.

PART I.

REPORT.

Presented to both Houses of Parliament by Command of Her Majesty.
1895.

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THE FIRST ROYAL COMMISSION.

VICTORIA R.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith.

To Our right trusty and well-beloved Councillor, George, Baron Basing, Fellow of the Royal Society; Our trusty and well-beloved George Thomas Brown, Esquire, Companion of Our most Honourable Order of the Bath, Professor of Pathology at the Royal Veterinary College; Our trusty and well-beloved George Buchanan, Esquire, Fellow of the Royal College of Physicians, Fellow of the Royal Society; Our trusty and well-beloved Joseph Frank Payne, Esquire, Fellow of the Royal College of Physicians; and Our trusty and well-beloved John Burdon Sanderson, Esquire, Fellow of the Royal College of Physicians, Fellow of the Royal Society, greeting.

Whereas We have deemed it expedient that a Commission shall forthwith issue to inquire and report what is the effect, if any, of food derived from tuberculous animals on human health, and, if prejudicial, what are the circumstances and conditions with regard to the tuberculosis in the animal which produce that effect upon man.

Now know ye, that We, reposing great trust and confidence in your knowledge and ability, have authorised and appointed, and do by these presents authorise and appoint you, the said George, Baron Basing; George Thomas Brown; George Buchanan; Joseph Frank Payne; and John Burdon Sanderson; to be Our Commissioners for the purpose of the said Inquiry.

And for the better effecting the purposes of this Our Commission, We do by these presents give and grant unto you, or any three or more of you, full power to call before you such persons as you shall judge likely to afford you any information upon the subject of this Our Commission; and also to call for, have access to, and examine, all such books, documents, registers, and records as may afford you the fullest information on the subject; and to inquire of and concerning the premises by all other lawful ways and means whatsoever.

And We do by these presents authorise and empower you, or any three or more of you, to visit and personally inspect such places as you may deem it expedient so to inspect for the more effectual carrying out of the purposes aforesaid.

And We do further by these presents will and ordain that this Our Commission shall continue in full force and virtue, and that you, Our said Commissioners, or any three or more of you, may from time to time proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment.

And We do further ordain that you, or any three or more of you, have liberty to report your proceedings under this Our Commission from time to time, if you shall judge it expedient to do so.

And Our further will and pleasure is, that you do, with as little delay as possible, report to Us, under your hands and seals, or under the hands and seals of any three or more of you, your opinion upon the matters herein submitted for your consideration.

And for the purpose of aiding you in such matters, We hereby appoint Our trusty and well-beloved Charles Elliott Leopold Barton Hudson, Esquire, Licentiate of the Royal College of Physicians, Fellow of the Royal College of Surgeons, to be Secretary to this Our Commission.

Given at Our Court at St. James's, the twenty-first day of July one thousand eight hundred and ninety, in the fifty-fourth year of Our Reign.

By Her Majesty's Command.

HENRY MATTHEWS.

THE NEW ROYAL COMMISSION.

VICTORIA R.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith.

To Our trusty and well-beloved Sir George Buchanan, Knight, Doctor of Medicine, Fellow of the Royal College of Physicians, Fellow of the Royal Society, Chairman; our trusty and well-beloved George Thomas Brown, Esquire, Companion of Our most Honourable Order of the Bath, Professor of Pathology at the Royal Veterinary College; our trusty and well-beloved Joseph Frank Payne, Esquire, Fellow of the Royal College of Physicians; and Our trusty and well-beloved John Scott Burdon Sanderson, Esquire, Doctor of Medicine, Fellow of the Royal College of Physicians, Fellow of the Royal Society, Waynflete Professor of Physiology in Our University of Oxford, greeting.

Whereas We did by Warrant under Our Royal Sign Manual, bearing date the twenty-first day of July, one thousand eight hundred and ninety, authorise and appoint Our right trusty and well-beloved Councillor, George Baron Basing, Fellow of the Royal Society, together with the several gentlemen therein mentioned, or any three or more of them, to be Our Commissioners to inquire and report what is the effect, if any, of food derived from tuberculous animals on human health; and, if prejudicial, what are the circumstances and conditions with regard to the tuberculosis in the animal which produce that effect upon man.

Now know ye, that We have revoked and determined, and do by these presents revoke and determine the said Warrant and every matter and thing therein contained.

And whereas We have deemed it expedient that a new Commission should issue for the purposes specified in such Warrant of the twenty-first day of July, one thousand eight hundred and ninety.

Further know ye that We, reposing great trust and confidence in your ability and discretion, have appointed, and do by these presents nominate, constitute, and appoint you, the said Sir George Buchanan; George Thomas Brown; Joseph Frank Payne; and John Scott Burdon Sanderson; to be Our Commissioners for the purposes of the said Inquiry.

And We do hereby enjoin you, or any three or more of you, to inquire and report what is the effect, if any, of food derived from tuberculous animals on human health; and, if prejudicial, what are the circumstances and conditions with regard to the tuberculosis in the animal which produce that effect upon man.

And for the better effecting the purposes of this Our Commission, We do by these presents give and grant unto you, or any three or more of you, full power to call before you such persons as you shall judge likely to afford you any information upon the subject of this Our Commission; and also to call for, have access to, and examine, all such books, documents, registers, and records, as may afford you the

fullest information on the subject, and to inquire of and concerning the premises by all other lawful ways and means whatsoever.

And We do by these presents authorise and empower you, or any three or more of you, to visit and personally inspect such places as you may deem it expedient so to inspect for the more effectual carrying out of the purposes aforesaid.

And We do further by these presents will and ordain that this Our Commission shall continue in full force and virtue, and that you, Our said Commissioners, or any three or more of you, may from time to time proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment.

And We do further ordain that you, or any three or more of you, have liberty to report your proceedings under this Our Commission from time to time, if you shall judge it expedient so to do.

And Our further will and pleasure is, that you do, with as little delay as possible, report to Us under your hands and seals, or under the hands and seals of any three or more of you, your opinion upon the matters herein submitted for your consideration.

And for the purpose of aiding you in your inquiries, We hereby appoint Our trusty and well-beloved Charles Elliott Leopold Barton Hudson, Esquire, Licentiate of the Royal College of Physicians, Fellow of the Royal College of Surgeons, to be Secretary to this Our Commission.

Given at Our Court at St. James's, the fifteenth day of November one thousand eight hundred and ninety-four, in the fifty-eighth year of Our Reign.

By Her Majesty's Command.

H. H. ASQUITH.

NAMES OF WITNESSES.

DRESCHFELD, JULIUS, M.D., F.R.C.P., Professor of Pathology, Victoria University, Physician to Manchester Royal Infirmary.

WOODHEAD, GERMAN SIMS, M.D., F.R.C.P., F.R.S.E., Director of the Laboratories of the Conjoint Examining Board in England of the Royal Colleges of Physicians and Surgeons.

KLEIN, EDWARD EMMANUEL, M.D., F.R.S., Lecturer on Physiology at St. Bartholomew's Hospital, London.

WILLIAMS, ALFRED DAWSON, M.B., D.P.H., Surgeon in charge of the Public Hospital, Georgetown, Demarara.

SQUIRE, J. EDWARD, M.D., M.R.C.P., Physician to the North London Hospital for Consumption.

BARLOW, THOMAS, M.D., F.R.C.P., Physician to University College Hospital, and to the Hospital for Sick Children, Great Ormond Street, London.

POWELL, RICHARD DOUGLAS, M.D., F.R.C.P., Physician Extraordinary to Her Majesty the Queen; Consulting Physician to the Hospital for Consumption and Diseases of the Chest, Brompton; Physician to the Middlesex Hospital, London.

RANSOME, ARTHUR, M.A., M.D., F.R.S., Physician to the Manchester Hospital for Consumption and Diseases of the Throat.

GOODHART, JAMES FREDERICK, M.D., F.R.C.P., Physician to Guy's Hospital; Consulting Physician to the Evelina Hospital for Children.

LITTLEJOHN, HENRY DUNCAN, M.D., F.R.C.S., Medical Officer of Health for Edinburgh; Consulting Medical Officer to the Local Government Board for Scotland (Board of Supervision).

HORSLEY, VICTOR ALEX. HADEN, M.B., B.S., F.R.C.S., F.R.S., Assistant Surgeon to University College Hospital; Professor of Pathology at University College; Superintendent of the Brown Institution.

WATSON, EDWARD, President of the Glasgow United Fleshers' Society; Member of the County Council for Lanarkshire, and Partner in the firm of Robertson and Johnson, Cattle Salesmen, Glasgow.

MYERS, THOMAS, President of the National Confederation of Meat Traders' and Butchers' Associations, representing affiliated associations from Birmingham, Bolton, Bradford, Coventry, Doncaster, Dublin, Edinburgh, Glasgow (Wholesale Butchers' Society), Halifax, Hull, Leeds, Liverpool, Manchester, and Paisley.

SMITH, JOHN ROBINSON, Treasurer of the National Confederation of Meat Traders' and Butchers' Associations and representative of the Leeds Local Association.

LISTER, EDWARD,
HILL, WILLIAM HENRY, } Vice-Presidents of the Sheffield Butchers' Association.

SUBJECTS OF INQUIRY AND NAMES OF INQUIRERS.

Inquiry I.—As to the means of recognising tuberculosis in animals during life, by McFadyean, John, M.B., C.M., B.Sc., F.R.S.E., Principal and Professor of Comparative Pathology and Bacteriology at the Royal Veterinary College, London.

Inquiry II.—As to the influence upon lower animals of food of tuberculous origin, by Martin, Sidney Harris Cox, M.D., B.S., B.Sc., F.R.C.P., Assistant Physician to University College Hospital; Assistant Physician to the Hospital for Consumption and Diseases of the Chest, Brompton.

Inquiry III.—As to the effects of cooking processes upon food from tuberculous animals, by Woodhead, German Sims, M.D., F.R.C.P., F.R.S.E., Director of the Laboratories of the Conjoint Examining Board in England of the Royal Colleges of Physicians and Surgeons.

REPORT OF THE COMMISSION.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty,

1. We, the undersigned Commissioners appointed by your Majesty on the fifteenth day of November, one thousand eight hundred and ninety-four, "to inquire and report "what is the effect, if any, of food derived from tuberculous animals on human health; "and, if prejudicial, what are the circumstances and conditions with regard to the "tuberculosis in the animal which produce that effect upon man," desire humbly to submit to your Majesty a report of our proceedings.

2. Your Majesty's original Commission of 21st July, 1890, of which the Right Honourable Lord Basing, F.R.S., was Chairman, and of which we were members, met for the first time on July 29th, 1890, and was occupied during the first three meetings in preliminary consultations.

3. The Secretary drew up and presented a Memorandum as to the published literature bearing on the subject, stating the nature of the investigations which had, up to that time, been carried out, and the results arrived at.

4. Dr. Buchanan, who was then Principal Medical Officer to the Local Government Board, prepared a Memorandum as to the state of the law in respect of animals, meat and milk unfit for the food of man.

5. Professor Brown prepared a memorandum giving a précis of the facts and considerations which led to the appointment of the Departmental Committee on pleuro-pneumonia and tuberculosis. That part of the report of the Departmental Committee which related to tuberculosis, advocated the slaughter of obviously diseased cattle and payment of compensation. An abstract was given by Professor Brown of the provisions contained in an order which was drafted in accordance with this recommendation, and the reasons why the order was not passed were given.

6. The Commission then decided to take evidence from those who had made a special study of the question, from those conversant with the pathology of tuberculosis, and with the diseases of children, and also to hear the representatives of the butchers and cattle dealers as to their grievances.

7. The Commission met for the fourth time on October 10th, 1890, and thereupon commenced taking evidence, meetings for this purpose continued from time to time until December 15th, 1890.

8. During that interval the Commission sat for nine days and examined 16 witnesses.

Lines of Enquiry.

9. The Commission endeavoured to ascertain, both by examination of distinguished pathologists and physicians, as well as by circular letter addressed to medical officers of health and others, what information was possessed by the medical profession as to manifestations of tuberculous disease, owning an origin in food, among the human community. But they failed to gain any serviceable information in answer to their inquiry by circular letter, and they did not find the opinion of the witnesses they examined to be sufficiently uniform. They obtained, however, much valuable information from these witnesses, and it has been used throughout the report. The Commission also gained from the witnesses much aid in their appreciation of the directions in which further knowledge was wanted.

10. In the early stages of their inquiry as to the effect, if any, of food derived from tuberculous animals on human health, it was suggested to the Commission that they should consider questions respecting other means by which the human subject could himself become tuberculous. It appeared to them, however, that these considerations were not within the purview of their inquiry, seeing that this related, not to the causes of tuberculous disease in general, or to the conditions on which such general prevalence might depend, but to the effect on the human subject of eating meat and drinking milk of tuberculous origin.

11. Having found it necessary to institute, for the purposes of the Commission, some experimental researches, the Commission arranged that these should be conducted (1) by Professor J. McFadyean, into the means of recognising tuberculosis in animals during life; (2) by Dr. Sidney Martin, as to the influence upon lower animals of food of tuberculous origin; and (3) by Dr. Sims Woodhead, as to the effects of cooking processes upon food from tuberculous animals; and they provided for a certain amount of consultation among the three inquirers.

12. These enquiries occupied a longer time than had been foreseen, and they were scarcely completed at the time of Lord Basing's death, in October 1894.

13. We, Your Majesty's present Commissioners, at our meeting on January 3rd, 1895, saw no reason for departing from the position gained under Lord Basing's chairmanship, and we proposed to regard the action of the former Commission as continued by ourselves. Being sensible of the advantage formerly derived from Lord Basing's counsel, as well as of the lapse of time since enquiry was first directed, we report without delay on the subjects referred to us.

Influence upon Animals of Food of Tuberculous Origin: Influence upon Man.

14. The primary object of the Commission, to learn the "effect of Food derived "from Tuberculous Animals upon Human Health," was obviously one that could not be attained by direct experiment upon human beings. Yet it was upon this question that there had been least accord among the witnesses, though they did agree in their assurances that there was no valid evidence on the point to be had. The Commission undertook, therefore, these inquiries as to the effect of tuberculous food upon the health of lower animals, in the expectation of obtaining information applicable to the case of the human subject.

15. Dr. Martin selected for his experimental research a variety of animals which differed in their customary food material: pigs, guinea-pigs, and rabbits. The animals were fed with their usual foods, with the addition of some material (sometimes meat—much in the sense that a butcher might speak of meat,—sometimes milk, but always uncooked) derived from a tuberculous animal. No particular examination for actual tubercle in the food material was made in the experiments now being recorded, but some care was taken to avoid any obvious mass of tubercle.

16. Of each kind of animal thus fed, a certain percentage was found to become tuberculous; of pigs, 36 per cent. (5 out of 14); of guinea-pigs, 16 per cent. (24 out of 145); of rabbits, 15 per cent. (2 out of 13).

17. The experiment comprised also a number of animals kept under the same conditions as the rest (the pigs being members of the same litter), and only differing from the other animals of the experiment by receiving no material from a tuberculous animal in their food. Of these "control" animals (numbering five pigs, 203 guinea-pigs, and eight rabbits), none became tuberculous.

18. We cannot but regard these differential experiments as showing a danger to a healthy animal from the introduction into its food of material taken from a tuberculous animal.

19. Further, Dr. Martin made experiments, not only with feeding-material "derived "from tuberculous animals," but with material containing tuberculous matter recognized as such, and purposely added to the food of the experimental animal. This was done in the case of one pig, eight guinea-pigs and ten calves; and of these, the pig, six guinea-pigs and eight calves became tuberculous. In these experiments the tuberculous matter had been taken sometimes from a bovine, sometimes from a human source, and it is noteworthy that each animal received only a single dose of it.

20. Other experiments with manifestly tuberculous matter are recorded by Dr. Woodhead among a number of investigations made in the course of his own inquiry undertaken for us. He found this matter, given (uncooked) to various animals, gave rise to tuberculous disease in all the pigs (7) and all the cats (5) that received it, and in 50 guinea-pigs out of 76.

21. These more particular experiments by Drs. Martin and Woodhead, made with matter that had been identified as tuberculous, add much force to the inference derived from Dr. Martin's more general experience. They indicate, in the material used in feeding, the element that is dangerous to the healthy animals which have been fed.

22. We cannot refuse to apply, and we do not hesitate to apply, to the case of the human subject the evidence thus obtained from a variety of animals that differ widely in their habits of feeding—herbivora, carnivora, omnivora. As regards man, we must believe—and here we find ourselves agreeing with the majority of those who gave evidence before us—that any person who takes tuberculous matter into the body as food, incurs some risk of acquiring tuberculous disease. By "tuberculous matter," we mean here, of course, that which is capable of giving rise to tuberculosis in lower animals. This matter may be found in parts of animals affected by the disease. It is known to the naked eye by some well marked though various characters, and microscopically by the all but certain discovery of characteristic bacilli—the bacilli of tubercle.

23. It is this same matter, however,—known by naked eye characters that are very closely the same in man and in animals, and by microscopical characters that are all but identical,—that gives rise to tuberculosis in the human subject. And we find the present to be a convenient occasion for stating explicitly that we regard the disease as being the same disease in man and in the food-animals, no matter though there are differences in the one and the other in their manifestations of the disease; and that we consider the bacilli of tubercle to form an integral part of the disease in each, and (whatever be its origin) to be transmissible from man to animals, and from animals to animals. Of such transmissions there exists a quantity of evidence, altogether conclusive, derived from experiment. It is with the transmission of the disease to man by the ingestion of animal food that the present Commission is concerned.

24. The effects upon human health here spoken of as "tuberculous disease" are known to be different in some respects from the manifestations of tubercle in lower animals; and these differ again in one and another lower animal. There are also abundant differences in the manifestations of tubercle in the human body; differences no less than those exhibited by tubercular phthisis, tabes mesenterica, tubercular meningitis, and scrofula. We recognize in these different manifestations a varying amount of tuberculous matter or activity of tubercle-bacilli; the influence of the lymphatic system; the invasion of different organs, and so forth, together with a variety in the avenue by which tuberculous matter has been received into the human body, whether by the alimentary or by the respiratory system, or by other ways.

25. Again, as we find no distinction in nature between the various manifestations of tubercle in the human subject, so also we find no distinction in nature between the tuberculous diseases of man that have had their origin in tuberculous food and the tuberculous diseases of man that have been otherwise acquired. We know, indeed, of some of the tuberculous diseases above mentioned, especially those of the intestinal tract, being almost peculiar to children; and probably the proportion of tuberculous persons contracting their disease through food is larger among children than among their seniors. We were not surprised to find that there is, at present, little information of this sort to be had; it is hardly to be expected until search

has been made for a relation between tuberculous disease in man and tuberculous food taken by man. But in the future we look to health officers and hospital physicians for observations of importance on these points; though we are fully sensible of the difficulties that must attend any attempt to learn the origin of complaints of which the course is so slow as that of most tuberculous diseases.

Prevalence of Tuberculosis in Food-Animals: Recognition of it.

26. The risk to the community of acquiring tuberculous disease by the ingestion of food derived from tuberculous animals must needs depend in great measure on the extent to which such food is consumed by the community; and one food-animal is found to differ very much from another animal in the degree to which it habitually furnishes tuberculous food. Thus, from the excellent records of the Copenhagen slaughter-houses, the following totals for the four years, 1890–3 inclusive, have been derived:—

Of 132,294 oxen and cows, 23,305 showed evidences of tubercle.
Of 8,292 swine, 1,272 showed evidences of tubercle.
Of 185,765 calves, 369 showed evidences of tubercle.
Of 337,014 sheep, one only showed evidences of tubercle.

And the animals range themselves, at the time they are presented to the butcher, in the above order according to the frequency of tuberculosis in each, the percentage of tuberculous animals being here 17·7 for oxen and cows, 15·3 for swine, 0·2 for calves, and 0·0003 only among sheep.

27. From the Berlin slaughter-houses, the following is the report for the year 1892–3:—

Of 142,874 oxen and cows, 21,603 showed evidences of tuberculosis, and 1,609 were condemned on this account.
Of 518,073 swine, 7,055 showed evidences of tuberculosis, and 1,191 were condemned on this account.
Of 108,348 calves, 125 showed evidences of tuberculosis, and 62 were condemned on this account.
Of 355,949 sheep, 15 showed evidences of tuberculosis, and 12 were condemned on this account.

28. The percentages of tuberculous animals, therefore, were, at Berlin slaughter-houses, 15·1 for oxen and cows, 1·55 for swine, 0·11 for calves, and 0·004 only for sheep; and the percentages of the several kinds of animals condemned on account of tuberculosis were, for cows and oxen, 1·26; for swine, 0·23; for calves, 0·06; and for sheep, 0·003.

29. There do not exist for the United Kingdom any records with which these can be compared. At Copenhagen and Berlin all the meat furnished to the towns is submitted to the inspection of experts. But we have reason to think that the facts about tuberculous animals would exhibit a broad resemblance to the foregoing, if such records could be obtained; not more different in degree, that is, than the difference seen between the Copenhagen and Berlin records, or than would be explained by variations in the practice of dealing with food-animals in one and another country. Such few data as are to be had for the United Kingdom confirm this view. Three hundred milch cows had to be slaughtered in Edinburgh in 1890 on account of the appearance of epidemic pleuro-pneumonia there, and their carcases were examined as to the presence or absence of tuberculous matter in them. Of the three hundred, 120, or 40 per cent., were found to be tuberculous, the percentage varying between 12 and 83, according as they came from one or another cowhouse. In Edinburgh, again, out of 27,769 cattle brought for slaughter to the public abattoir in 1890, 179, or 0·65 per cent., were condemned as being tuberculous, this percentage having risen from 0·16 in 1887, when the system of examining for tubercle was begun there. Five pigs were condemned in 1890 out of 4,973, and no calves out of 5,160; no record is given about sheep.*

30. It follows from these considerations that tuberculosis in cattle has had particular interest for our inquiry. "Cattle" (full-grown) are seen to contrast very remarkably, with "Calves" in all these records. And it needs but a glance at the experience of Edinburgh to show that cows probably contribute far more than oxen to the record of tuberculosis in cattle. Indeed the researches made for us as to food of tuberculous

* The total number of the animals *observed to be tuberculous* is not recorded. The above figures from the Edinburgh abattoir relate to animals *condemned* on that account.

origin and its infectivity to lower animals, and as to the influence of cooking processes in destroying the infectivity of tubercle, have all been made with food derived from tuberculous cows; for the good reason that, while the experience of this food could without much difficulty be applied to food from other animals, food derived from cows comprises, not only a portion of the meat, but practically the whole of the milk (if we except mother's milk) of the human community.

31. The above-recorded experiences of tubercle in various food-animals have been derived from the slaughter-house. But it were greatly to be desired that facts as to the presence of tuberculous disease should be procurable for animals during their life-time; they are wanted for the purpose, perhaps, of preventing the perpetuation of diseased stock, but certainly for a purpose of even more immediate concern for our Commission: in order that tuberculous cows should not furnish tuberculous milk to human consumers.

32. Professor McFadyean has reported to us about the means of recognising tuberculous disease in animals during life. He has searched the literature of the subject and has adduced a number of experimental observations of his own. Besides ordinary clinical methods of examination, he records attempts to discover, by various procedures, evidence of tubercle in the bodies of living animals which presently, post mortem, were found affected with tubercle; and he arrives at the disquieting result that extensive tuberculous disease may exist in animals that appear, to his tests, to be in perfectly good health.

33. He reports on the injection of the substance (itself a derivate from tubercle bacilli) named "tuberculin." This substance was discovered by Dr. Koch, of Berlin, and was first advocated for the cure of tubercular patients. It was afterwards proposed to use the substance for the detection of tuberculosis in cattle, and some promising results from its use as a diagnostic are on record. These, however, were not confirmed by experimental trials made for the English Government and recorded in the report of the Veterinary Department for 1890.

34. Professor McFadyean finds, in his own hands, that this test substance has frequently led to erroneous inferences. He records, as the total outcome of his experiments, that he received wrong indications from tuberculin, about the presence or absence of tubercle in cattle, in the case of 24 animals out of 75; nevertheless he sums up his report by the statement:—"I have no hesitation in saying that, "taking full account of its imperfections, tuberculin is the most valuable means of "diagnosis in tuberculosis that we possess." And we understand that, since the time of Professor McFadyean's experiments, the method of using tuberculin as a test has been much improved, and that it is now regarded as affording more trustworthy indications for diagnosis.

35. Any want of means for recognising tuberculous disease in cows during life would appear, at first sight, to compromise the discovery of what is dangerous to human consumers in the milk of tuberculous cows, but it will presently be seen, in respect of this milk, that other considerations can be taken into account, so that the diagnosis of tuberculosis in cows is not to be confounded with detection of tubercle in milk.

Circumstances determining danger to man from meat and milk of tuberculous organs:—
(a.) Danger from Meat.

36. We regard it then as established that any person who takes tuberculous matter into the body as food incurs risk of acquiring tuberculous disease, and we know that this matter may be found in parts of animals affected by the disease. It is therefore of the first importance to us to note what parts of a tuberculous animal are liable to contain this tuberculous matter, having well marked characters of its own, and among them the bacilli, which form an integral part of the disease. From this view point, we would report separately upon *Meat* and *Milk*, derived from these animals, and begin our consideration with *Meat*.

37. We find it necessary, in our study of the "Circumstances and Conditions with "regard to Tuberculosis in the Animal," which endanger human health, to include in our definition of *Meat* the various parts of the tuberculous food animal, and to assume a certain acquaintance with the actual presence of tubercle in the several parts. When, on the other hand, we wish to speak of the customary "joint" of the butcher, and to exclude organs and other tissues, we refer to it as *meat substance*. We do not

propose to consider, except incidentally, carcases from which the organs have been removed in such wise that the condition of them could not be known to us.

38. We have now to point out the very great difference in one and another part of a tuberculous animal in the amount of tuberculous matter contained in the meat. This matter is found principally in the organs of the animals; as a rule, most abundantly in the lungs, lymphatic glands, serous membranes, but often in the liver, spleen, kidneys, intestines, and other structures. These organs are usually removed by the butcher in "dressing" the carcase, though some of them may, intentionally or not, be left. To a practised eye, it is hardly possible that tuberculous matter in these organs can escape detection, and the importance of its presence there will soon be apparent.

39. For, in the tissues which go to form the butcher's "joint" the material of tubercle is not often found, even where the organs exhibit very advanced or generalized tuberculosis; indeed, in muscle and muscle juice, it is very seldom that tubercle bacilli are to be met with; perhaps they are somewhat more often to be discovered in bone, or in some small lymphatic gland imbedded in intermuscular fat. Yet there is always a difficulty in making sure of the absence of tuberculous matter from any part of a carcase that shows evidence of tubercle elsewhere.

40. In Dr. Martin's experiments for the detection of tuberculous matter three kinds of test were employed; first, minute examination of the part for tubercle, with the aid of the microscope to discover tubercle bacilli; secondly, feeding susceptible animals—test animals—with suspected matter; and, thirdly, introducing into the bodies of test animals some of the suspected matter by way of inoculation—a more delicate test than the process of feeding.

41. Applying these tests to the meat substance of 21 cows known to be tuberculous in one or another degree, he could not get visible evidence of tubercle except in two instances, and there it was of very small amount. He records the results of his other tests as follows:—"Of eight cows (mild tuberculosis) the meat of one gave "positive results in one animal from inoculation; none by feeding. Of eight cows "(moderate tuberculosis) the meat of three gave positive results in four animals "from inoculation; none by feeding. Of five cows (generalized tuberculosis) four "gave positive results either by inoculation or by feeding," one only out of the four appearing to answer to both tests [§ 104, p. 31].

42. The animals which had yielded affirmative results to his test of minute examination were not among the last five; they were in the group of cows with "moderate tuberculosis," and had given no result by feeding test-animals with meat from their carcases; though meat from one of the two had, upon inoculation, responded to the test.

43. These were not the results to be expected from Dr. Martin's experiments, if he were really using muscular tissue (with its usual concomitants forming "meat substance") containing or not containing tuberculous matter among the fibres. He would not have expected to find himself repeatedly giving rise to tuberculous disease by the use of material in which no tubercle could be detected by his ocular tests. He might have expected, on the other hand, a more uniform affirmative result when he was experimenting with the two cows whose meat had shown to his eye, and his microscope, evidence of tuberculous matter; though he might have explained a failure to get such results by the small amount of tubercle discovered there. And certainly he did not expect to get, if he was using only such tuberculous material as was present in the muscular tissue of his 21 cows, the egregious irregularities which he observed in his feeding and inoculation experiments. He was dealing with a quantity of tuberculous matter supplied to him—not, he reasoned, from the muscular tissues that he had proposed to investigate, but somehow from the general carcase of the cow, and abundant in the matters he was inoculating just as it happened to be abundant in the general carcase; and insufficient in amount, until he came to the maximum amount in the general carcase, to re-act to the test of feeding, though (with smaller amounts in the carcase) he had sometimes got an answer to the more delicate test of inoculation.

44. Dr. Martin tried in vain to explain these unexpected results by a hypothesis that he had overlooked some minute tubercles in the small portions of meat that had been used by him in his feeding and inoculation experiments. Even this hypothesis would not account for all the observed facts. And he presently saw

another consideration, of a different nature, which he might not have sufficiently taken into his account; the operations, namely, of the slaughterer and butcher.

45. Dr. Martin was not, at this stage of his researches, experimenting broadly about things in general taken from the carcase of an animal after slaughter, but he was trying to learn the distribution of tubercle in the body of the animal, in the hope of adding to our knowledge of the conditions which might give to meat the quality of injuring the consumer of the meat. Still, he was dealing with meat, as meat would be sold by the butcher. He had already sought, by discriminating between "trimmed" and "untrimmed" meat, to estimate the risk of including in his own specimens of meat the stuff which, for little else than for the sake of tidiness, the butcher removes in preparing his joint for sale, and that consist *inter alia* of bits of gland and serous membranes. But though he had been at some pains to secure that this trimming was done with efficiency, there proved to be no constant line between the trimmed and the untrimmed meat in its effects upon test animals.

46. He now came to see a real and considerable danger to the meat, of the same nature as that which he had previously sought to estimate when he was careful about the trimming of meat; a danger that was somewhat less obvious, but would be quite as real. This was, the probability of the meat becoming contaminated from the actual tuberculous lesions, present in other parts of the carcase, and conveyed from thence to the proper meat-substance by the hands, knives, and cloths of the butcher, during the processes of flaying and dressing. This was a danger that would doubtless increase along with increased abundance of the material of tubercle in the carcase. "The greater the amount of tubercle there is in the cow,* the more likely "is the sticky caseous matter to get smeared over the carcase" [§ 108, p. 32]; and much that was inexplicable in the results of feeding and inoculation of test animals would be rendered intelligible. Dr. Martin writes:—

"If we imagine that the meat gets contaminated accidentally in this way, it is easy "to explain the irregularity of the results:—(1) how, for example, in cases of mild "tuberculosis of the cow, the danger of contamination is not great, and therefore "the meat does not get smeared to any extent during removal; so that no positive "results were obtained by feeding, and only one positive result by inoculation, and "this a case of local tuberculosis, showing a small dose; (2) how in cases of "moderate tuberculosis, where chiefly the lungs and lymphatic glands in the thorax "are affected (and so may be removed entire without incision of a tuberculous lesion), "the meat, as in cases of mild tuberculosis, would not become much contaminated, "and thus did not produce tuberculosis by feeding; and how in these cases the knife "is more likely, accidentally, to incise a tuberculous lesion than in cases of mild "tuberculosis, and that therefore the number of cases of positive inoculation is "greater . . . ." "With generalised tuberculosis of the cow this danger would "increase, since so many parts of the body are affected with the disease, so that in "such cases we meet for the first time with positive results from feeding, but not "uniformly positive . . . ."

"Taking all the results together, the method of removal of the meat, the results "of inoculation and of feeding, one is driven to the conclusion that when meat is "infective it commonly acquires its properties by being accidentally contaminated "with tuberculous material during its removal from the carcase. This conclusion, "it is evident, is one of great practical importance, bearing directly on the question of "the condemnation of the meat of tuberculous cattle for human consumption. And "it is evident, also, that the infective properties of meat might vary with different "series of experiments; . . . . the result depends on the care taken in guarding "against contamination more than on anything else. The conclusion arrived at in "part explains the extremely divergent results obtained by previous observers" [§110, 111, and 112, pp. 32 and 33].

47. The observations by Dr. Martin cannot altogether dispose of his hypothesis, that the unexpected affirmative results obtained by his feeding and inoculating experiments may have been due to the presence of unobserved tuberculous matter in the meat-substance, possibly in the actual muscular tissue; but they certainly show another and more obvious way in which these results may have been brought about. To have demonstrated this extrinsic way of rendering dangerous the meat-substance of tuberculous animals, is to destroy all evidence that might otherwise have been obtained

* Dr. Martin's tuberculous cattle had habitually been obtained from cow-houses.

respecting the wholesomeness or unwholesomeness of the proper meat-substance towards his test-animals.

We note, in passing, that this method of endangering the meat substance could not have been detected upon carcases from which the organs, together with any "grapy" deposit, had been removed. And it is pertinent to observe, in connexion with a contamination so effected, that this extrinsic danger to harmless meat (or to meat that was, for all that is shown to the contrary, harmless), might just as well be encountered by meat from another animal (whether pig, sheep, or calf, ox or cow) that was perfectly free from tubercle, but only had happened to be the next animal brought to the same slaughterer.

48. Having regard to Dr. Martin's invariable failure to produce tubercular disease by feeding (though he sometimes did succeed by inoculating) test animals with the meat taken by him from cows with mild or moderate tuberculosis, and admitting his explanation of an affirmative result, sometimes seen when meat was being taken from cattle with advanced or generalized tubercle, we are prepared to believe with him that, if sufficient discrimination and care were exercised in taking meat from tuberculous cattle, a great deal of meat from them might, without danger, be consumed by the community. The practice of public abattoirs on the Continent appears to be founded on the same belief.

49. Dr. Martin, having shown that tuberculous material may be thus distributed through the carcase of an animal; and regarding the disease as being, at its early stages, a local disease, and its material as being in the first instance limited to the neighbourhood of the place at which it had originally entered the body, is ready to formulate certain precautions that could be taken for reducing to a minimum, so far as present knowledge extends, the danger to human consumers of meat by their partaking of tuberculous meat. He would advocate, as a principle, that the operations of slaughter and dressing should be done under skilled supervision, with the object of securing the removal and destruction of every part of a carcase that contained any tubercle whatever, and also the destruction of the whole carcase in cases where the animal was found to have advanced or generalized tuberculosis. He indicates, for the assistance of any meat-inspector, various evidences of the disease having reached that more serious stage. For the rest, Dr. Martin sees no objection to the sale of meat-substance from carcases which have shown only localized tuberculosis, and from which every particle of tubercle has been skilfully removed: provided always, that, in every subsequent process of preparing the meat for sale, due care be taken to guard the saleable portions from contamination by tuberculous matter.

50. Reporting upon his 21 tuberculous cows, from his present standpoint, Dr. Martin tells us that, if his ideal precautions had been in force, the meat of *nine* cows would have been condemned, and the meat of the other *twelve* might have been sold.

51. It is hardly necessary to point out that little evidence about the more serious degrees of tuberculosis in the animal would be discoverable in carcases from which the organs had been removed; and that this is habitually the case with so-called "dead meat," whether English or foreign. Still there are indications in such a carcase, to the eye of an experienced inspector, of the more dangerous forms of tuberculosis having existed in the animal.

52. Dr. Martin's suggestions are, in our judgment, based on well-ascertained pathological facts. We have no doubt that the supervision which he recommends would tend, in an important measure, to the security of the public. But we are well aware that the difficulties of such supervision are so great that many years must elapse before any measure of an effectual kind can be carried into practice.

53. In the meantime we venture to express our confidence that the precise information which has now been gained as to the nature, extent, and limitation of the risks which arise from the consuming of the meat of tuberculous animals may be of value to those who have concern with our meat supplies, in guiding them to the adoption of such precautions as may, under present conditions, lie within their power.

(*b.*) *Circumstances determining danger from Milk.*

54. Proceeding to consider the *Milk* of tuberculous animals, our problem about the presence or absence of tuberculous matter becomes simpler. We are not then examining solid structures about which tuberculous matter, when once admitted in the body, has to travel by a slow growth of its bacilli among the solids, or by tardy

convection along microscopic lymph channels; but we have to do with a secretory apparatus, giving off quantities of a liquid perfectly adapted for the maintenance of tubercle bacilli, and specially adapted for their transmission to other soils. Dr. Martin's tests are now far more easy of application; moreover, the complications introduced by operations of slaughtering and dressing do not here exist: so that the question of the conditions for any prejudicial effect resulting from the use of *Milk* from tuberculous cows can be determined with correspondingly greater ease and accuracy.

55. Dr. Martin made experimental observations on milk taken (with an abundance of care) from 17 cows: from 15 suffering, as he judged—and as was afterwards proved post-mortem—from tuberculous disease; and also on that taken from two other cows which were found, after slaughter, to have no tubercle, but to be suffering under some other complaint.

56. He gives the following account of nine cows out of the total 17, and his account is of wider interest than for the experiments under our immediate consideration.

"During the course of the investigation, nine cows with disease of the udder were "purchased by the Commission . . . They were all purchased with the idea that "the disease of the udder was tuberculosis, the diagnosis being made by a veterinary "surgeon, and on the ground that the cow was tuberculous from the wasting or "cough, or was probably tuberculous, and that the udder was diseased, and therefore "tuberculous. Of the four cows in which the udder disease proved to be non-"tuberculous, two showed tuberculosis of the internal organs, and two showed no "tuberculosis anywhere, one of these latter having a sub-diaphragmatic abscess, the "other, a thin cow, with the first calf, showing no disease anywhere in the body, "except the udder. If reliance be placed therefore on the general condition of the "cow, and on the physical examination of the udder, an accurate diagnosis of "tubercular disease of the udder is not possible." [§159, pp. 41 and 42.]

57. The milk yielded by the seventeen cows under observation was found, in the case of some, to have the characters of normal milk, in the case of others to have various abnormal characters. Dr. Martin could not trust, for evidence of the presence or absence of tuberculous matter in the milk, to any indications obtained from the appearance of the milk or from his chemical examination of the milk.

58. Of his 15 tuberculous cows, eight had their udders in a healthy condition; two (as above-recorded) had udder disease, which was proved after slaughter not to be tuberculous; and the remaining five had udder disease, proved post-mortem to be tuberculous in nature.

59. Applying to the milk furnished by the seventeen cows the three tests before described as being available for the detection of tuberculous matter, Dr. Martin obtained the following results from his different groups of cows:—

(*a.*) The eight tuberculous cows which had healthy udders, showed him no tubercle bacilli whatever in the milk of any one of them; 41 test animals fed with their milk remained perfectly free from tuberculous disease; 28 test animals inoculated with their milk also remained quite free from tuberculous disease.

(*b.*) The two tuberculous cows which had udder disease found post-mortem not to be tuberculous in nature, showed him no tubercle bacilli in their milk. Three test animals, fed with their milk, and 14 other test animals, inoculated with their milk, remained, all of them, perfectly free from tuberculous disease.

(*c.*) Of the five tuberculous cows which had udder disease found post-mortem to be of tuberculous nature, three showed him tubercle bacilli in their milk. He could not find tubercle bacilli in the milk of the other two. With milk from the three cows, 15 test animals were fed, with the result of producing tuberculosis in every one of them. With milk from one or other of the same three cows, 13 test animals were inoculated, with the result of all 13 acquiring tuberculous disease. The milk of the fourth cow (one of those which had not shown tubercle bacilli) was used to feed 10 test animals, and produced tuberculosis in four of them. Inoculated into six test animals, all of them became tuberculous. The milk of the fifth cow (in which also no tubercle bacilli had been seen) was used to feed two animals, but without result. Yet when it was used to inoculate two other animals, both of them acquired tuberculous disease.

(*d.*) It remains to note these tests as applied to the milk of the two cows found after slaughter to be suffering under another disease, but not tubercle. The results were:—no tubercle bacilli found in the milk of these cows; inoculated into 17 test animals, it did not produce tuberculosis in any one of them; milk from one of the cows, however, in some test animals gave rise to various abscesses.

60. According to our experience, then, the condition required for ensuring to the milk of tuberculous cows the ability to produce tuberculosis in the consumers of their milk, is *tuberculous disease of the cow affecting the udder.** It should be noted that this affection of the udder is not peculiar to tuberculosis in an advanced stage, but may be found also in mild cases.

61. Further, with reference to this disease, Dr. Martin writes: "The milk of cows "with tuberculosis of the udder possesses a virulence which can only be described "as extraordinary. All the animals inoculated showed tuberculosis in its most "rapid form" [§148, p. 39]. Dr. Woodhead, investigating, for his own purposes, the effects of unboiled milk, speaks in similar terms of this virulence of milk derived from tuberculous udders and inoculated into test animals.—The two observers had occasion to use milk from a cow that had tuberculous disease in one quarter only of the udder; and they found the milk from the other three quarters to be perfectly harmless on inoculation; but the mixed milk taken from the four teats was to all appearance just as virulent as the milk from the diseased quarter.—Butter, skimmed-milk, butter-milk, obtained from the milk of a cow having tuberculous udder (by the usual processes, but with complete precautions against accidental contamination of articles used in the manufacture) all contained tuberculous matter actively injurious to test animals.

62. And not only this virulence, but the rapidity with which milk can obtain its harmful quality, attracted Dr. Woodhead's attention. He reports, "A most impor- "tant point is that the spread of tubercle in the udder goes on with most alarming "rapidity; this I was able to observe in the cows constantly under observation, but I have "also noticed on several occasions during the interval between fortnightly inspections "carried on along with a veterinary surgeon, that the disease has become distinctly "developed. It may be, of course, that the early evidence has been overlooked at "the previous inspection, but whether this is the case or not, the spread of the "disease was so rapid as to afford very good ground for alarm. The very absence "of any definite sign in the earlier stage is one of the greatest dangers of this "condition" [§104, p. 143]. And both Dr. Martin and Dr. Woodhead insist that no tuberculous animal of any kind should be allowed to remain in a dairy.

63. The withdrawal from dairies of every cow that had any disease whatever of her udder would form some approach to security against the serious danger incurred by man from the use of tuberculous milk, but it would not be an adequate security. The presence in a dairy of a tuberculous cow, as Drs. Martin and Woodhead have shown, is a decided source of danger to the public, especially having regard to what we have learnt respecting the rapid development of tuberculosis in the udder, and the degree of danger to milk consumers incurred by the invasion of the udder in tuberculous cows.

64. It follows from the observations here recorded, that it is of supreme importance to the consumers of milk that the existence of any tuberculous disease of the udder should be ascertained without delay. Now there is no difficulty whatever about recognising the presence of *some* abnormal condition in a cow's udder, and the presence of such condition—whatever it be—demands that the judgment of a respon- sible expert should forthwith be obtained about its nature: unless indeed the owner prefers to slaughter the cow without delay. If the expert finds tubercle bacilli in the milk, the cow has dangerous tuberculosis of the udder. If he does not find them, he may apply the further test of inoculating some susceptible animals with the milk, and thereby learn the nature of the udder disease. By this test he will very rarely be misled. Obviously the cow must be in seclusion, and every particle of her milk must be treated as highly dangerous, during any delay that can be permitted for diagnostic purposes, and until the disease has been proved not to be tuberculosis.

* We have been told by various observers that animals have become tuberculous after being fed with milk from tuberculous cows having no appreciable disease of their udders; evidently, if this does occur, it can be but seldom.

Influence of cooking: (a.) Upon tuberculous meat.

65. Dr. Woodhead's inquiries as to the influence of cooking processes upon tuberculous matter present in meat and milk were begun by observation upon *Meat* actually taken from animals with various degrees of tuberculosis. As may well be supposed, he obtained little information from those cases where the disease existed in only a mild or moderate degree; for these were the cases where the meat in an uncooked condition had been used by Dr. Martin to feed test animals, but without result. Going on to the cases of advanced or generalized tuberculosis in the original animal, Dr. Woodhead obtained only negative results by feeding guinea-pigs with the meat after cooking. He did not make many experiments by inoculation of the cooked material, inferring from his observations with feeding that ordinary cooking had sufficed to destroy the harmful quality of tuberculous matter so far as the required heat had penetrated into the substance of the meat.

66. It remained to be seen what was the requisite degree of heat, and the penetrating powers of heat, through samples of meat, during various periods of time, and according to various processes of cooking. For here there was no prospect of acting instantly upon every particle of tuberculous matter, or it would be enough, Dr. Woodhead found, to subject every particle of it to a boiling temperature for a single instant. The question was of the prolongation of lower degrees of heat for sufficient time to destroy the mischievous quality of tuberculous particles situated in the substance of meat at one or another distance from the surface.

67. Dr. Woodhead undertook the investigation of this complex problem with his customary diligence, and states his results at considerable length. He had to deal with organs and tissues differing much among themselves in their power of conducting heat, though they were equally liable to be invaded by tubercle. Of course he desired to employ in his experiments some actual meat substance known to contain tuberculous matter within its interior; but he had no such material at hand. So he was fain to prepare some specimens artificially, sometimes by injecting tuberculous matter to a known depth into a joint, sometimes by smearing such matter on slices of meat and forming the whole into a compact mass. Such masses, without the intentional pollution, are known to butchers as "rolls" of meat.

68. With specimens of meat so prepared, Dr. Woodhead noted the temperatures at various depths below the surface, during various periods of boiling or roasting, and, at the conclusion of the process, took the central portions and used them for feeding and inoculating test animals. For his feeding experiments, he presently came to prefer pigs to other test animals, finding them to be more readily than others affected by tuberculous material in their food. The results at which he arrived are comprised in the following conclusions, and we do not doubt their accuracy:—

"In the boiling and roasting experiments, as ordinarily carried out in the kitchen, "the temperature, however high it may be near the surface, seldom reaches 60° C. "[140° F.] in the centre of a joint, except in the case of joints under 6 lbs. in weight. "Ordinary cooking is quite sufficient to destroy any smeared material that remains on "the outer surface of the meat, *but it cannot be relied upon in the slightest degree to "render innocuous the same smeared material when in the centre of a roll*" [§ 94, p. 134]. The italics are Dr. Woodhead's. In another place he says: "Ordinary cooking, such as "boiling, and more especially roasting, though quite sufficient to sterilize the surface, "and even the substance for a short distance from the surface of a joint, cannot be "relied upon to sterilize tubercular material included in the centre of rolls of meat, "especially when these are more than 3 lbs. or 4 lbs. weight. The least reliable "method of cooking for this purpose is roasting before the fire, next comes roasting "in an oven, and then boiling" [§ 102, p. 140].

69. Dr. Woodhead is careful to make special mention of these "rolls." He had made them for his own experimental purposes; but such rolls of meat prepared by a slovenly butcher, smearing his slices with matter from tuberculous glands, or perhaps including some tuberculous membrane in his roll, would probably form the maximum of danger to meat consumers. No cooking operations would be likely to destroy tuberculous material which had been thus sedulously wrapped up. In connexion with Dr. Woodhead's inquiries, the use of raw meat-juice, as a special form of food for delicate children is not to be forgotten.

(b.) Upon tuberculous milk.

70. Passing from meat to investigate the effect of cooking upon *Milk*, Dr. Woodhead found himself dealing with food that lent itself readily to experimental observation, and that could (as we have seen) become, at short notice, very potent for harm to its consumers, a food too, which, while largely used in cookery, is habitually drunk by English people in a raw state.

71. His report on cooking tuberculous milk has for its central idea to advocate the boiling of all cows' milk that can by any chance contain tuberculous material.

72. The following contains Dr. Woodhead's views on the question; it will be seen that they led him into further inquiries:—

"The most deadly tubercular material can be rendered absolutely innocuous, so "far as any spreading infective disease is concerned, by the action of a temperature at "which water boils. We have evidence, *see* Part xii. and xiii. (milk) that a lower "temperature than this is sufficient to bring about the same results when allowed to "act for a longer time, but for the present it is sufficient to state that boiling, "for an instant even, renders the tubercle bacillus absolutely innocuous" [§ 77, p. 122].

73. Accordingly, in the quoted sections of his paper, he records experiments with milk containing tuberculous matter, subjected to various temperatures, and afterwards used to feed or to inoculate test-animals of various sorts, but preferably pigs. His object was to discover some method of cooking tuberculous milk that should be safe to consumers, and that should not be liable to objection by them on any score of flavour imparted to the milk by boiling.

74. As the outcome of his numerous experiments, Dr. Woodhead tells us that "sterilization" towards tubercle can be effected by heating the milk in a water-bath, continuing the process "until the temperature has risen from 80° C. to 92° C." (176° F. to 198° F.), a result which in most cases requires, he says, each several quart of milk to be in the water-bath for some half-hour. He has not wholly demonstrated to our satisfaction the innocence of tuberculous milk treated in this manner; he tells us of pigs (Table LXIII.) succumbing to tuberculosis after feeding with tuberculous milk heated to 80° C. (176° F.) for ten minutes, without giving adequate data about the action or inaction of the milk after longer exposure to this temperature; and his experience of the higher temperature is derived from guinea-pigs only, not from pigs; though, as he has shown, guinea-pigs do not supply such good evidence as pigs about the influence of heat upon tuberculous matter in use as food.

75. We would cite Dr. Woodhead's doctrine:—"It cannot be too strongly insisted "on that so long as a single animal is affected by tuberculosis on injection of the "heated tubercular milk, so long must the milk be held to be dangerous" [§ 111, p. 146]. We understand him to state here that, whatever have been the degree of heat applied, and whatever the duration of the application, however intense the method (injection) of applying the subsequent test, and however delicate the animal towards the test, no matter:—if a single animal succumb to the milk-test after the heating, that heating has not been such as to make tuberculous milk safe for food. And, in view of the demonstrated dangers of milk from tuberculous udders, and the possibility of such dangers having to be encountered by human children among other animals, we cannot hesitate to assent to Dr. Woodhead's doctrine. For avoiding such danger, we prefer to "render the tubercle bacillus absolutely innocuous" by "boiling, for an instant even," to the alternative of such "sterilization" as he would allow. Nor, if we regarded the described method as certain in its efficiency, should we hesitate to prefer to any such "sterilization" the simple expedient of putting every suspected milk over the fire, and taking it off when it boils.

76. In the course of Dr. Woodhead's observations on the degrees of heat wanted to destroy the operation of tuberculous matter in milk, he noted the effects upon tuberculous material resulting from temperatures insufficient for its actual destruction. He could, by the operation of certain lower temperatures, obtain from "the most deadly tuberculous material" contained in milk, a weaker sort of tuberculous matter, so tardy in its operation on test animals as to simulate the slower forms of consumption seen in the human subject, or when used to feed pigs—animals having some specialties of throat structure like that of man—gave rise to chronic enlarge-

ments of the throat glands, resembling the scrofulous glands so common in children. These observations are of much interest to us, not least because they suggest the possibility of widely prevalent forms of human tuberculosis owning an origin in milk.

Recapitulation.

77. To recapitulate the information we have obtained from the witnesses who favoured us with their experience, and from the researches of our three enquirers, together with our own conclusions:—

We have obtained ample evidence that food derived from tuberculous animals can produce tuberculosis in healthy animals. The proportion of animals contracting tuberculosis after experimental use of such food, is different in one and another class of animals; both carnivora and herbivora are susceptible, and the proportion is high in pigs. In the absence of direct experiments on human subjects, we infer that man also can acquire tuberculosis by feeding upon materials derived from tuberculous food-animals.

78. The actual amount of tuberculous disease among certain classes of food-animals is so large as to afford to man frequent occasions for contracting tuberculous disease through his food. As to the proportion of tuberculosis acquired by man through his food or through other means, we can form no definite opinion, but we think it probable that an appreciable part of the tuberculosis that affects man is obtained through his food.

79. The circumstances and conditions with regard to the tuberculosis in the food-animal which lead to the production of tuberculosis in man are, ultimately, the presence of active tuberculous matter in the food taken from the animal and consumed by the man in a raw or insufficiently cooked state.

80. Tuberculous disease is observed most frequently in cattle and in swine. It is found far more frequently in cattle (full grown) than in calves, and with much greater frequency in cows kept in town cow-houses than in cattle bred for the express purpose of slaughter. Tuberculous matter is but seldom found in the meat substance of the carcase, it is principally found in the organs, membranes and glands. There is reason to believe that tuberculous matter, when present in meat sold to the public, is more commonly due to the contamination of the surface of the meat with material derived from other diseased parts, than to disease of the meat itself. The same matter is found in the milk of cows when the udder has become invaded by tuberculous disease, and seldom or never when the udder is not diseased. Tuberculous matter in milk is exceptionally active in its operation upon animals fed either with the milk or with dairy produce derived from it. No doubt the largest part of the tuberculosis which man obtains through his food is by means of milk containing tuberculous matter.

81. The recognition of tuberculous disease during the life of an animal is not wholly unattended with difficulty. Happily, however, it can, in most cases, be detected with certainty in the udders of milch cows.

82. Provided every part that is the seat of tuberculous matter be avoided and destroyed, and provided care be taken to save from contamination by such matter the actual meat substance of a tuberculous animal, a great deal of meat from animals affected by tuberculosis may be eaten without risk to the consumer.

83. Ordinary processes of cooking applied to meat which has got contaminated on its surface are probably sufficient to destroy the harmful quality. They would not avail to render wholesome any piece of meat that contained tuberculous matter in its deeper parts. In regard to milk we are aware of the preference by English people for drinking cows' milk raw, a practice attended by danger, on account of possible contamination by pathogenic organisms. The boiling of milk, even for a moment, would probably be sufficient to remove the very dangerous quality of tuberculous milk.

84. We note that your Majesty's gracious commands do not extend to enquiry or report on administrative procedures available for reducing the amount of tuberculous material in the food supplied by animals to man, and we have regarded such questions as being beyond our province.

All which we humbly submit for your Majesty's gracious consideration.

(L.S.) (Signed) GEORGE BUCHANAN,
Chairman.

(L.S.) G. T. BROWN.

(L.S.) J. F. PAYNE.

(L.S.) J. S. BURDON SANDERSON.

C. E. LEOPOLD B. HUDSON,
Secretary.

April 3rd, 1895.

Further Report

BY

Professor G. T. BROWN, C.B.

1. With the views expressed in the Report, I concur, but I am unwilling to allow the alleged grievances of farmers and others concerned in the meat trade to pass altogether unnoticed.

2. For some years past complaints have been made of losses inflicted on stock-owners, owing to the seizure and confiscation of carcases of animals found to be more or less affected with tubercle on post-mortem examination, although during life they had not exhibited any symptoms of the disease.

3. It was frequently urged that tuberculosis should be included among the diseases which were dealt with under the provisions of the Contagious Diseases (Animals) Acts, but it was not shown how the provisions of these Acts could be made to apply to the losses which were the subject of complaint. The matter was not, however, dismissed without due consideration of all the circumstances.

4. Early in 1888 the Lord President appointed a Departmental Committee to consider, among other matters, the best method of dealing with tuberculosis, with a view of checking the progress of the disease; the Committee reported "that, in "their opinion, tuberculosis should be included in the diseases in the Contagious "Diseases (Animals) Acts, for the purposes of slaughter and compensation for the "seizure and slaughter of diseased animals exposed in markets or fairs," and there was also a recommendation to the effect that it should be made an indictable offence to breed from animals which were known to be affected with tubercle.

5. These recommendations were not adopted by the Privy Council on account of serious difficulties which were emphasized in the Report relating to diagnosis, compensation in the case of pedigree cattle, and the improbability of the disease being finally extinguished; indeed, the Committee only ventured to express a hope that tuberculosis might gradually be reduced in its extent. These points are discussed at length in the Annual Report of the Veterinary Department for the year 1888.

6. It may be observed that during this period experiments were being carried on under the direction of the Department, for the purpose of testing the infectivity of meat of tuberculous animals. These experiments are described in the Annual Report for the Veterinary Department of the year 1890.

7. In my own investigations meat was taken from tuberculous animals without any antiseptic precautions, and the meat was trimmed with the same knife which was used to cut it up, the object being to represent as nearly as possible the conditions under which such meat would be trimmed and cut into portions by the butcher. Animals fed on raw meat so collected and prepared became the subjects of tuberculosis to the extent of 75 per cent. Further, that such contaminated meat was not necessarily rendered harmless by the ordinary process of cooking was demonstrated by further experiments, which are described in the annual report of the Department for the year 1891, in which is also recorded another set of experiments carried on at the same time by Professor M'Fadyean. In this inquiry every precaution was taken to prevent contamination of the meat, and the results in each case were negative. The two sets of experiments certainly suggested that meat of tuberculous animals, even when wholesome in itself, could easily be rendered infective by being brought in contact with tuberculous matter in the ordinary processes connected with the slaughter and dressing of animals for food.

8. Meanwhile, the seizure and destruction of carcases of animals found to be affected with tubercle were strictly carried into effect in some districts, and in April 1890 the matter was brought prominently under the notice of the Government by a large and representative deputation which waited on the President of the Local Government Board and the President of the Board of Agriculture to urge that something should be done to recoup farmers and meat salesmen for losses sustained by what they considered to be the unnecessary confiscation of carcases only slightly affected with tubercle.

9. In reply, the members of the deputation were assured that their representations should be carefully considered, and in July of the same year a Royal Commission on Tuberculosis was appointed by Royal Warrant "To inquire and report what is "the effect, if any, of food derived from tuberculous animals on human health; and, "if prejudicial, what are the circumstances and conditions with regard to the "tuberculosis in the animal which produce that effect upon man."

10. After a long and careful inquiry the Commission was enabled to answer the questions suggested in the reference as far as it is possible to answer them.

11. Numerous experiments which were conducted by experts acting under the direction of the Commission left no room for doubt as to the ability of meat from tuberculous animals to act prejudicially on animals which consumed it in a raw or imperfectly cooked state.

12. Witnesses who were examined on behalf of the meat trade did not deny that meat in certain stages of disease was unfit for food, while, in their opinion, in other less advanced stages of the disease it might be eaten without danger when the tuberculous deposits and diseased organs had been removed. These practical men will be satisfied to learn that in accordance with the terms of the reference the circumstances and conditions which render a tuberculous carcase dangerous have been carefully considered in connexion with the experimental evidence, and that it is possible to admit, in favour of the witnesses' contention "that a great deal of meat "from tuberculous cattle might without danger be consumed by the community." But this admission is qualified by the recognition of a degree of risk which the witnesses themselves admitted, *i.e.*, the risk of the infection of meat not only of the tuberculous carcase, but also of other carcases in the same slaughter-house by the agency of knives and other apparatus used in "trimming" or cutting off the tuberculous material, however small in quantity.

13. It was allowed by the witnesses for the meat trade that obviously bad meat from tuberculous animals should be destroyed without hesitation. They will hardly venture to deny the importance of precautionary measures being taken to prevent the accidental infection of good meat in the act of dressing the tuberculous carcase. Nor can they hesitate to admit that preventive means to be reliable must be applied under competent supervision.

14. Undoubtedly the chief grievance of the meat salesman is the seizure and destruction of the carcases of animals which immediately before slaughter were, or at least appeared to be, in perfect health and good condition. To avoid this sacrifice of what the witnesses considered to be wholesome food they suggested that a strict inspection of animals before slaughter should be insisted on, and that the authorities

should take possession of all diseased animals, and compensate the owners. The very obvious abuses with which such a system would soon be associated need not be referred to in detail. With the present improved means of diagnosis one benefit would doubtless be gained. Tuberculous animals might be removed to slaughter houses, reserved for the purpose, in which the proper means might be provided for destroying or sterilising meat as might be necessary, without any risk of contaminating the carcases of healthy animals.

15. There would be difficulties to be overcome in carrying the proposed method into effect, but it need not be assumed that the scheme is impracticable.

16. In regard to the question of compensation, which from the point of view of stockowners and meat salesmen is an essential feature of the scheme, I can only remark that the subject is so entirely outside the terms of the reference that I should not feel justified in offering suggestions. I may, however, be permitted to remark that the hardships of which meat traders complain would be materially lessened under a properly regulated system of meat inspection by persons competent to judge as to the extent and character of the tuberculous deposits, and to devise and carry into effect the necessary means for preventing the accidental contamination of meat in the way which has been described.

(L.S.) (Signed) G. T. BROWN.

April 10th, 1895.

ANALYSIS OF REPORT.

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